The Bombay Gazette.

No. 8,499.—New Series. BOMBAY:—FRIDAY, MAY 5, 1876.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follows:—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

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First insertion	Rs. 5 0
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[illegible] Advertisement counted as less than eight lines.

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[illegible] Advertisements which are to be inserted for a considerable [illegible] special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found, &c., &c.

The scale for Advertisements belonging to any of these classes will be as follows:—

Not exceeding three lines	Re. 1 0
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Advertisement exceeding five lines will be charged for at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupee* and payment must in all cases be made in *Cash.*

All Advertisements are charged according to the space occupied in Nonpareil, or smallest type, 12 lines of which go to the inch.

Domestic Occurrences: Each—Rupees 2.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette.*"

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY Limited), under contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo every week.

The S. S. SOCOTRA, 1,947 Tons, 220 H. P., Commander W. Stanbatt, will be despatched on SATURDAY, the 5th May 1876, at 4 P. M.

	May.		May.
Leaves BOMBAY	6	Leaves Tuticorin	14
„ Rutnagherry	7	„ Colombo	15
„ Vingorla	7	„ Galle	16
„ Goa	7	„ Negapatam	1
„ Carwar	8	„ Madras	21
„ Mangalore	9	„ Coconada	23
„ Cannanore	10	„ Vizagapatam	24
„ Tellicherry	10	„ Bimlipatam	24
„ Calicut	11	„ Callingapatum	25
„ Beypore	11	„ Gopalpore	25
„ Cochin	12	„ False Point	26
„ Alleppey	12	Arrives CALCUTTA	28

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

Also for Batavia, Sourabaya, Tjillatjap, Palembang, Pantianak, Atcheen, Padang and Moluccos Islands, to go forward by the Messageries Maritime and Netherlands India S. N. Companies.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company or other Steamers.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every week to the Persian Gulf, touching at KURRACHEE, GUADER, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSREH, and occasionally at BAHREIN, and MAHOMERAH.

The S.S. UMBALLA, 840 Tons, 130 H. P., Commander R. L. Turner, will be despatched on FRIDAY, the 5th May 1876, at 4 P. M.

	May.		May
Leaves BOMBAY	5	Leaves BUSREH	24
„ Kurrachee	9	„ Mahomerah	24
„ Muscat	12	„ Fao	24
„ Bunder Abbas	14	„ Bushire	26
„ Linga	16	„ Linga	29
„ Baharein	17	„ Bunder Abbas	30
„ Bushire	18	„ Jask	31
„ Fao	20	„ Gwader June.	2
„ Mahomerah	20	„ Kurrachee	6
Arrives BUSREH	21	Arrives BOMBAY	9

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE CALLING AT KATTYAWAR COAST PORTS.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, will, during the Fair Season, despatch a Steamer to Kurrachee every FRIDAY, at 4 P.M., and an Extra Steamer every MONDAY, at 2 P. M.

The S.S. UMBALLA, 840 Tons, 130 H. P., Commander R. L. Turner, will be despatched on FRIDAY, the 5th May 1876, at 4 P. M.

The S. S. VINGORLA, 378 Tons, [illegible] H. P., Commander N. R. Sayers, will be despatched on MONDAY, the 8th May 1876, at 2 P.M., calling at Verawal, Porebunder, Mangrole, and Cutch Mandvie.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co. Agents.

STEAM COMMUNICATION WITH ITALY VIA SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA, on the 24th, and BOMBAY on the 1st *of each month.*

PASSENGERS' RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.
Aden	£22	£15
Suez	36	22
Port Said	38	24
Messina	50	34
Naples	50	34
Leghorn	50	34
Genoa	50	34
Marseilles	52	35

Including Wines.

Children under 3 years—free of charge. Children above [illegible] years—half fare.

NEXT STEAMERS FROM BOMBAY:—

ASSIRIA to sail on MONDAY, 15th May 1876.
AUSTRALIA to sail on THURSDAY, 1st June 1876.
SUMATRA to sail on SATURDAY, 1st July 1876.
BATAVIA to sail on TUESDAY, 1st August 1876.
AUSTRALIA to sail on FRIDAY, 1st September 1876.
SUMATRA to sail on SUNDAY, 1st October 1876.

From the 1st January 1876 Steamers will leave Genoa on the 10th and 24th, and Bombay on the 1st and 15th of every month, until further notice.

All Steamers of this Company have large First and Second-class accommodation; and always carry a Doctor and a Stewardess on board.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For hand-books of information, rates of freight, &c., apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 9, Hummum Street.

Bombay, 8th December 1875.

LIVERPOOL, VIA SUEZ CANAL, TO LEAVE ABOUT 25TH MAY.

THE well-known and favorite S. S. TIMOR, 2,209 Tons, J. Brown, Commander, has excellent accommodation in a Saloon built on Deck for First-class Passengers only. She carries a Surgeon and Stewardess.

RATES OF PASSAGE.

TO SUEZ	Rs. 300
„ MALTA	„ 400
„ LIVERPOOL	„ 500

For Passage and further particulars apply to

GRINDLAY, GROOM & Co.
W. NICOL & Co., Agents.

Bombay, 19th April 1876.

HALL LINE OF STEAMERS.

BOMBAY TO LIVERPOOL.
TO SAIL POSITIVELY ON 24TH MAY,
BRANKSOME HALL.

THE ATTENTION of INTENDING PASSENGERS is particularly called to these fine steamers, which have been specially constructed for the Bombay Trade. They are all built to steam 12 knots, and are expected to make the passage either to or from England in about 26 days.

Both steamers will carry a DOCTOR and STEWARDESS.

For Passage, &c., apply to

W. & A. GRAHAM & Co., Agents.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other first-class Vessels will be despatched for EUROPE:—

Vessels.	Captains.	Tons.	H.P.	May. 1876.
DECCAN	J. D. Gaby	3429	550	8th—Southampton.
KASHGAR	E. J. Baker	2621	450	15th—Suez, &c
BOKHARA	W.D. Anderson	2932	450	22nd—Southampton.
CEYLON	J. Orman	2111	450	29th—Suez, &c.
				June
GWALIOR	J. C. Babot	2725	450	2nd—Southampton.
GEELONG	C. Fraser	1835	250	9th—Suez, &c.
AUSTRALIA	J. S Murray	3663	600	16th—Southampton.
TRAVANCORE	W. B. Andrews	1900	350	23rd—Suez, &c.
NIZAM	A. E. Barlow	2725	450	30th—Southampton.

Passengers are booked to Malta, Gibraltar and Southampton by every Mail. The Southampton Steamers proceed to that port direct; but by the alternate Steamers Passengers change vessels at Suez.

Passengers to Brindisi, Ancona, and Venice are carried by every Steamer, but proceed by rail from Suez to Alexandria.

Passengers are requested to send their heavy baggage to Mazagon, on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon, at 3 P.M. precisely, on the day of sailing.

GEORGE F. HENRY, Superintendent.

Bombay, 1st May 1876.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On MONDAY, the 15th May 1876, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S.S. THIBET, Captain C. H. Eastley, (2,593 Tons and 400 H. P.), will be despatched as above, carrying H. M. Mails and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged at the Company's Office before noon, on FRIDAY, the 12th May 1876.

GEORGE F. HENRY, Superintendent.

Bombay, 1st May 1876.

BOMBAY TO SOUTHAMPTON.

TO SAIL ABOUT 20TH MAY.

THE attention of Families intending to proceed to England is specially invited to the fine Steamer GALATEA, 2,001 Tons Register, 360 H.P. nominal, classed 100 A 1 at Lloyd's, well-known in the South American Passenger Service as one of the favourite steamers of the Belgian Royal Mail Company. She has superior accommodation for Fifty First Class Passengers, and carries a DOCTOR and STEWARDESS. Inspection of the Saloon and Cabins is particularly solicited.

GRINDLAY, GROOM & Co., Passenger Agents.
McCULLOCH, BEYTS & Co., Agents.

ANCHOR LINE—INDIAN SERVICE.

BOMBAY TO LIVERPOOL, VIA SUEZ CANAL.

THE following or other First Class Steamers of the ANCHOR LINE will sail from GLASGOW and LIVERPOOL to PORT SAID, SUEZ, and BOMBAY, and from BOMBAY to SUEZ, PORT SAID, GIBRALTAR, and LIVERPOOL:—

	Tons	H.P.	From Glasgow.	From Liverpool.	From Bombay.
TRINACRIA	2107	424			17th May.
EUROPA	2277	424	22d April.	29th April.	14th June.
INDIA	2289	500	20th May.	27th May.	19th July.
MACEDONIA	2272	486	17th June.	24th June.	10th August.

And regularly thereafter, further sailings being arranged according to the requirements of the trade.

All the Steamers of this Line carry a SURGEON and STEWARDESS, and have superior First-class accommodation fitted with every convenience.

Passengers and Cargo booked through to New York in connection with the Anchor Line Transatlantic Service.

FARES FROM BOMBAY TO	LIVERPOOL.	SUEZ.
FIRST CLASS	Rs. 500	Rs. 350

A reduction of 15 per cent. will be given on Return Passages to all who re-embark by Anchor Line Steamer within twelve month of time of landing.

For Passage, Freight, &c., apply to

W. & A. GRAHAM & Co., Agents.

Bombay, 27th April 1876.

HUGHES AND NEPHEW'S LINE TO LIVERPOOL DIRECT.

PASSAGE—£45.

THE favourite Steamship CELLA, 1,666 Tons Register, will sail for LIVERPOOL about the end of May. She has good accommodation for a limited number of First-class Passengers.

WHEATLEY, MADDEN & Co.,
Shipping Agents, Bombay.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

REGULAR LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE VIA SUEZ CANAL.

THE following or other First-Class Passenger Steamers will be despatched from BOMBAY to TRIESTE:—

	Tons.	H. P.	
MINERVA,	3,124,	400,	on 10th May 1876.

A Passenger Steamer on 25th June 1876.

These Steamers have excellent First and Second Class accommodation.

Rates of Passage-money (exclusive of Wines and Spirits, which can be had on board at moderate prices):—

	1st Class.	2nd Class.	Deck.
To Trieste	£45 0	£35 0	£18 0
To Port Said	£32 0	£25 10	£13 2
To Suez	£30 0	£24 0	£12 5
To Aden	£17 ..	£13 0	£ 6 12

No Cargo will be received on board after sunset on the day previous to sailing.

For further particulars, and for Freight and Passage, apply to the Agency of the Austro-Hungarian Lloyd's Steam Navigation Company.

A. C. GUMPERT, Agent.

Bombay Green, 25th April 1876.

GENERAL AVERAGE PER J. C. STEVENSON (S.)

THE STATEMENT being READY, CONSIGNEES are hereby informed that the SURPLUS AMOUNT deposited will be REFUNDED, on presentation of the RECEIPTS originally granted.

The Statement can be inspected at the Office of the Agents.

RITCHIE, STEUART & Co.

Bombay, 2nd May 1876.

None are genuine without the name of J. & J. CASH.

CASH'S FRILLING.

THE MOST DURABLE AND SATISFACTORY TRIMMING FOR LADIES', CHILDREN'S AND INFANTS' WARDROBES.

SOLD BY DRAPERS EVERYWHERE.

FOR SALE.

A SELF-DRIVING PHAETON by "Aldebert," of Long Acre, together with a pair of handsome Bay Pegu Ponies, 5 years old and sound. Apply to

C. E. BENN,
Elphinstone Circle.

PHOTOGRAPHY! PHOTOGRAPHY!

OUT-DOOR,
AT GREATLY REDUCED CHARGES.

BUNGALOWS, HORSES, CARRIAGES, TOMBS, &c. taken by the Proprietor of the late Bombay Photographic Company.

Address for further particulars to

THE PROPRIETOR,
Malabar Hotel, Bombay.

COPPER-PLATE PRINTING ENGRAVING, &c.

VISITING CARDS, Invitation Cards, Wedding Cards and Envelopes, Cheques, Bills of Lading, Office and Bank Seal, Seals for Stamping Envelopes, &c., engraved to order, at moderate prices.

Specimens may be seen at the "Bombay Gazette" Office.

COMFORTABLE PHAETONS AT SPECIALLY REDUCED RATES FOR MAHABLESHWUR.

THE Undersigned begs to inform his numerous Patrons and Customers, that he has added a very large number of select HORSES and Comfortable CARRIAGES to his already large ESTABLISHMENT to meet the increasing demand of the coming MAHABLESHWUR SEASON, and is now prepared to previous engagements for PHAETONS, from POONA to MAHABLESHWUR, at the REDUCED RATE of Rs. THIRTY-FIVE per Phaeton including all charges, such as Tolls, Coolies, &c.

This specially Reduced Rate will be available to those of his *patrons only* who will kindly book their orders *during the Current Month,* so as to enable the undersigned to make needful arrangements for supplying the conveyances.

FRAMJEE ARDASEER,
Government Mail Contractor,
Between Poona and Belgaum,
Dhond and Ahmednuggur,
Sherool and Mahableshwur.

Poona, No. 28, Civil Lines, 1st February 1876.

ONE BOX OF CLARKE'S B 41 PILLS

IS warranted to cure all discharges from the Urinary Organs, in either sex, acquired or constitutional, Gravel and Pains in the Back. Sold in Boxes, 4s. 6d. each, by all Chemists and Patent Medicine Vendors.

Sole Proprietor, F. J. CLARKE,
APOTHECARIES' HALL, LINCOLN, ENGLAND.

EXPORT AGENTS.
Burgoyne, Burbidges and Co , Coleman Street, London
Newbery and Sons, 37 Newgate Street, London.
Barclay and Sons, 95 Farringdon Street, London.
Sanger and Sons, Oxford Street, London.
And all the London Wholesale Houses.

AGENTS FOR THE BENGAL PRESIDENCY.
Smith, Stanistreet and Co., Bathgate and Co., Calcutta.

AGENTS FOR THE BOMBAY PRESIDENCY.
Treacher and Co.; Bolton and Co.

AGENTS FOR THE MADRAS PRESIDENCY.
Barrie and Co.; De Beaux and Co.; Scott, Mascurine and Co

AGENT FOR RANGOON.
The Rangoon Medical Hall.

NEW ADVERTISEMENTS.

FORT THEATRE,

APOLLO STREET,
ENTRANCE TO THE ENGLISH HOTEL.
TO-DAY, FRIDAY, 5TH MAY.

The performance will commence with the Comedietta, CHRISTMAS BOXES.
To conclude with the Burlesque of
MEDEA;
OR
THE BEST OF MOTHERS WITH A BRUTE OF A HUSBAND.
NEW SONGS AND DANCES.

PRICES OF ADMISSION.
First Class ... Rs. 2 | Second Class ... Re. 1.
Seats may be secured at English Hotel.
Doors open at 8-30. Performance to commence at 9 o'clock punctually.

N. B.—Extra Tramway Cars leave from Elphinstone Circle and Church Gate Street after the performance.
PUNKAHS IN FULL SWING.
STAGE MANAGER ... MR. M. COMERFORD.

NOTICE.

TO be SOLD by PUBLIC AUCTION in the I. G. Dockyard on THURSDAY, the 11th instant, at Noon, the ARTICLES PURCHASED for the RECEPTION of H. R. HIGHNESS THE PRINCE OF WALES, such as Lanthorns country, Small Flags, Arches, Flower Pots, Tubs, Tins, Red and Green Lights, Woodwork, &c., &c. Terms of sale as usual and for further particulars apply to the Undersigned.

G. O'B. CAREW,
Marine Storekeeper.

Marine Storekeeper's Office, Bombay, 4th May 1876.

Now Ready, price 1s., by post 1s. 1d.

THE ASSAULT OF DELHI.

A VINDICATION of H. M. 52nd LIGHT INFANTRY and THIRD Column of Assault from the aspersions of Sir John Kaye, by Major J. A. Bayley, late of the 52nd Light Infantry and Commanding the Storming Party of the 3rd Column.

WILLIAM RIDGWAY, 169, Piccadilly, London, and all Booksellers.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

SPECIAL NOTICE.

AT a MEETING of the GENERAL COURT OF DIRECTORS of the North British and Mercantile Insurance Company, held in London, on the 21st March 1876, it was reported that the nett FIRE PREMIUMS for the year 1875, amounted to £86[illegible],392, being an increase of £35,451 over those for 1874. The Fire losses amounted to £454,146. The New Life Policies issued were 1 121 in number insuring £896,483, and securing an addition to the annual premium income of £27,757. It was agreed to recommend that the dividend for the year should be 35s. per share or 28 per cent. on the paid-up Capital of which 15s. per share was paid in October last as an interim dividend, together with a Bonus of 10s. per share.

AGENTS for FIRE AND LIFE BRANCHES.

W. NICOL & Co.

Bombay, 3rd May 1876.

BORDEAUX.

THE past five years' purchases made from the Vineyards by our Mr. Cutler, have been most successful. We are now shipping under our respective marks, CLARETS that cannot fail to be appreciated. We wish our friends would try some of our present HIGHER GROWTHS, while those who need HOT WEATHER PURE WINE, should not be unmindful of those we ship commencing at Rs. 8-8 per Dozen IN BOND.

CUTLER, PALMER & Co.

PULVERMACHER'S

GALVANIC CHAIN BANDS

Have given rapid relief in the following complaints when all other remedies have been ineffectual:—

Neuralgia and Nervous Headache.
Loss of Voice, Asthma, &c.
Pulmonary Affections.
Lumbago.
Weak Ankles, Wrists, &c.
Indigestion.
Nervous Deafness.
Rheumatism.
Local Paralysis.
Sciatica.
Gout.
Bilious and Liver Complaints.
Kidney Complaints.
Nervous Debility.

SOLD BY
D. S. KEMP & Co.,
SASSOON HOUSE, BOMBAY.

SACCHARO-CHIRETTINE

Is a prompt and powerful Tonic; adapted to patients of all ages, and incapable of deranging the most delicate functions. In Nervous and Muscular Lassitude and in want of Appetite it is invaluable.

Per bottle Re. 1-8 and Rs. 2-8.

D. S. KEMP & CO.,
7, ELPHINSTONE CIRCLE, BOMBAY.

THERMOMETERS OF GUARANTEED ACCURACY.

Polished Boxwood, 8 to 12 inch	Rs. 1 8 to Rs. 6 8
Japanned Tin, 8 to 14 inch	„ 2 8 to „ 3 4
Ivory, Pocket, in Morocco Cases	„ 5 0
Pedestal, with Glass Shade, 6 to 8 inch	„ 8 0 to „ 10 0
SELF REGISTERING.	
Max. and Min. in one Instrument.	
Boxwood Scale in Metal Frame	Rs. 8 0
Porcelain do. do.	„ 20 0
Max. and Min. in separate Instruments.	
Boxwood in Mahogany case, Alpine Club pattern	Rs. 20 0
Do. Morocco do. neat pocket size	„ 20 0
Porcelain and Bronze in Mahogany case, Livingston's Pattern	„ 34 0
Minimum on Oak or Boxwood ... Rs. 4 and	„ 6 0
Maximum do. do. ... „ 7 and	„ 9 0

ALSO,
Wet and Dry Bulb and various other Thermometers for scientific purposes.

D. S. KEMP & Co.,
SASSOON HOUSE, BOMBAY.

SPECIAL SHORT ADVERTISEMENTS.

A GENTLEMAN would be glad to join a Chummery. Malabar Hill or Colaba preferred. Address "Z.," *Bombay Gazette* Office.

PEARSE'S BREAD, BISQUIT, & FLOUR STALL, under the CLOCK TOWER, Crawford Market. Each loaf is stamped "PEARSE."

MALABAR HILL.

TO BE LET, for six months, from May to November, a large, well furnished BUNGALOW on Malabar Hill. Apply to "A.," *Bombay Gazette* Office.

BOARD and LODGING for 2 or 3 Gentlemen at Breach Candy, distant only 300 yards from the Swimming Bath. Terms moderate. Apply to "X. Y. Z.," Post Office.

TO LET, a FURNISHED BUNGALOW at Poona No. 9, Civil Lines. For terms, &c., apply to Messrs. DADABHOY COWASJEE'S SONS, Poona, or Mr. SORABJEE FRAMJEE, at Messrs. FRAMJEE, SANDS & Co , Bombay.

HOUSES TO BE LET.

TO LET, the UPPER-STORIED BUNGALOW in Middle Colaba, now in the occupation of J. Neubeig, Esq. Apply to

P. BYRAMJEE,
House Agent.

28, Meadow Street.

HOTELS.

MALABAR FAMILY HOTEL,

BREACH CANDY, MALABAR HILL, BOMBAY.

THIS HOTEL is located in the finest, coolest, most healthy and fashionable part of Bombay. "It is close to the sea," and surrounded by Gardens and beautiful Scenery.

The Rooms are very large, and fitted up with every home comfort.

Testimonials, with view of Hotel, forwarded on application. The distance is within half an hour's drive of the Fort, and fifteen minutes from the G.I.P. and B. B. & C. I. Railways.

Terms—Moderate.

W. H. SARGENT,
Proprietor.

WINES, SPIRITS, BEER, &c.

CHAMPAGNE.

FOR SALE, a fresh consignment of FREMINET & FILS CHAMPAGNE, just landed.

This is the most delicate and finest Wine; it will be found very dry, full of aroma, and as a Vintage Wine, it is unequalled

Rs. 36 per dozen quarts.
„ 38 per 2 dozen pints.

L. SIBILLE & Co.,
23, Apollo Street.

TREACHER & COMPANY, LIMITED,

CHEMISTS, &c., BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR OF BOMBAY.

SPECTACLES AND EYE-GLASSES, OF FINEST REAL BRAZILIAN PEBBLE.

	Cash Prices.
SPECTACLES in best blued-steel frames ... per pair ... Rs.	6 0
Do. Cataract do. do. ... „	9 0 to 16 0
EYE-GLASSES, single, in tortoiseshell frames, each	3 8
Do. double gilt-steel spring folders in tortoiseshell or gilt-steel frames, per pair	7 0

The above may be had in Gold frames at varying prices.

EYE-GLASSES, *ordinary,* with roughed rim and hole for cord ... each	1 8
Silk Cord for ditto ... per yard	0 4

Mofussil constituents when ordering Spectacles or Eye-Glasses should state whether they are required for "*long*" or "*short*" sight, and send a specimen of *small printed matter,* noting the distance from the eyes at which it can be most distinctly read.

EYE PRESERVERS with Coloured Eye Pieces,
Horse-shoe shaped, Spoon-shaped, and plain Spectacle shaped.
GOGGLES and Eye Preservers with fine wire gauze sides for Railway travelling.

EYE SHADES and BATHS, READING LENSES, OPERA and FIELD GLASSES
A neat case supplied *free* with each pair of Spectacles and Eye Preservers.

TREACHER & COMPANY, LIMITED,
BOMBAY, BYCULLA, AND POONA.

PURE AND SPARKLING AERATED WATERS.

TREACHER & Co., LIMITED, direct attention to their list of AERATED WATERS which are prepared with the greatest regard to cleanliness and purity. By the aid of Steam power these Waters are charged with Gas at the greatest possible pressure, being thus rendered sparkling and agreeable in the highest degree.

Their LEMONADE and other FLAVOURED WATERS are celebrated for their freshness and their delicious taste.

Their TONIC WATER, the demand for which is constantly increasing, is unequalled for its delicacy of flavour and tonic properties, each bottle containing a definite quantity of Quinine presented in an agreeable form.

		Cash			Cash
SODA WATER	per doz.	0 12	AERATED WATER	per doz.	0 12
TONIC WATER (THE ORIGINAL)	„	1 0	POTASH WATER	„	0 12
SELTZER WATER, introduced by T. & Co.	„	1 0	LITHIA WATER	„	1 8
LEMONADE AND GINGERADE	„	1 0	VICHY WATER	„	1 4

Bottles are charged Rs. 2 per dozen, the same amount being allowed for them when delivered free at our Manufactory.

Mineral, Acid, and Medicated Waters prepared to order.

TREACHER & COMPANY, LD.,
Manufacturing Chemists,
BOMBAY, BYCULLA, & POONA.

BADHAM & COMPANY'S SPECIAL KIT,

FOR OVERLAND PASSENGERS AND TRAVELLERS,
READY FOR IMMEDIATE USE.

CASH PRICES.

	Rs.	a.		Rs.	a.		Rs.	a.		Rs.	a.
Deck Suits	10 to 16	8	Travelling Caps	3	8	Gents' Dressing Cases	11	8	Filters for Travellers covered Wicker, from	11	4
Overland Suits	25	0	Travelling Seal-skin Caps	6-8 to 8	8	Soiled Linen Bags, all sizes	5 to 6	0	Pocket Filters	2	12
Warm Suits	30	0	Travelling Hats	3-8 to 4	8	Cash Bags	6	12	Air Tight Uniform cases	23	0
Overcoats and Inverness Capes, from	35	0	Cardigan Jackets, very warm	9-8 to 12	8	Courier do	4-8 to 12	8	Sponge Bags	4	6
Dressing Gowns	9 to 20	0	Sheets, per pair	9	8	Money Belts	2-8 to 6	8	Sponges	3	8
Pyjamas	3	0	Pillow Cases, each	1-4 to 2	8	Sovereign Boxes	3 to 4	8	Soap Boxes	1	8
Oxford Shirts, Collar attached	5	8	Blankets each	10	8	Tiffin Baskets fitted	16 to 22	8	Smelling Salts, per bottle	2	8
White do.	4	8	Long Rugs or Scotch Mauds	10 to 15	0	Air Pillows	5	0	Aromatic Vinegar per bot	2	0
French Cambric do., Collar attached	4	8	*Rezais* or Quilts	5	8	Travelling do	1	8	Tooth Brush Guards	0	10
English Cambric do	4	0	Ladies' Long Wool Shawls From	22	0	English Feather do	7	8	Do. Brushes	0	10
Best Shrunk Flannel do.	8	0	Portmanteaus or Overland Trunks	12-8 to 23	0	Do. Horse Hair do	7	8	Nail Do	0	12
Silk and Wool do	8	8	Solid Leather do	41	0	Folding Camp Bedsteads	32	8	Hair Brushes and Combs in Pigskin case	9-8 to 12	8
Spun Silk do	11	0	Extra Large do	75	0	Cork Mattrasses	19	8	Razors, Ivory Handles	3	8
Gents' Under Vests	3-8 to 6	0	Black Hide Bags	11	8	Cotton do.	15	0	Do. Strops	3-8 to 5	1
Bathing Drawers	2	0	Extra large do	24	0	Rug Straps	1-8 to 2	8	Nail Scissors	1-8 to 1	12
Gents' Under Pants	4 to 8	0	Gladstone Bags	35	0	Waterproof Coats	10	0	Brier Root Pipes, in Cases	3 to 5	0
Silk Suspenders	2	8	Ladies' Hand Bag	7	8	60-Inch Drab Twill Waterproof Sheeting	6	0	Tobacco Pouches	1	8
Gents' Cotton Socks, doz.	8	8	Travelling Writing Cases fitted	11	4	42-Inch White Waterproof	4	8	Champagne Taps	8	8
Warm do.	15	8	Gents' Bags, fitted complete	72	0	Linen Faced Collars	0	12	Pocket Knives	2	8
Ladies' Under Vests	4-8 to 6	8	Ladies' Carriage Bags, fitted complete	58	8	Linen Collars doz.	6	0	Marine Soap, 3 cakes for	0	12
Ladies' White Cotton Hose doz.	13	8				Cambric Handkerchiefs „	5	0	Shaving do. Stick	1	0
Ladies' Heather Merino Hose doz.	9	8				Warm Gloves	1	8	Lloyd's Euxesis	1	8
Children's White Cotton Socks, from doz.	6-8 to 12	8				Mits	1	8	Oriental Tooth Paste	1	8
Heather Merino do	6-8 to 12	8				Mufflers	2	12	Fragrant Floriline	1	8
Ladies' Sun and Travelling Hats, from	6 to 10	0				Pins, Scarf	1	0	Overland Chairs, best Beach	6 to 12	8
						Sailors' Knot	1-8 to 3	0	Luggage Labels, per doz.	0	8
						Windsors for Bow or Ring	1-8 to 4	0			
						Gents' Canvas Shoes	2	12			
						Gents' Slippers	2	8			
						Ladies' Shoes	2	12			
						China Bath Slippers	1	0			

TIGER CLAW, SWAMY, SILVER AND GOLD TRICHINOPOLY JEWELLERY, VERY SUITABLE PRESENTS FOR FRIENDS AT HOME.

A LARGE STOCK OF READY MADE CLOTHING ALWAYS ON HAND.

BADHAM AND COMPANY.

ARRIVAL OF NEW AND VARIED STOCK OF THE SINGER MANUFACTURING COMPANY'S CELEBRATED

LOCK-STITCH SEWING MACHINES OF ALL DESCRIPTIONS,
PER S. S. TRINACRIA.
AT THEIR BRANCH DEPOT No. 6, ELPHINSTONE CIRCLE, BOMBAY.
AGENCY IN POONA: A. D. EZEKIEL, THE POONA IRON AND BRASS FOUNDRY.
BRANCH DEPOT CALCUTTA: 2, CHOWRINGHEE ROAD.

THE SINGER MANUFACTURING CO.,
No. 6, ELPHINSTONE CIRCLE, BOMBAY.

HAMILTON & CO., JEWELLERS AND WATCHMAKERS.

GENT' ENGLISH KEYLESS LEVER WATCHES,
highly finished Jewelled Movements, cased as a Hunter, Half-hunter, or Open face.
In Gold Case, Rs. 300 to 600.
In Silver Case, Rs. 80 to 175.

Gent's.
THE EXHIBITION ENGLISH LEVER WATCH,
in Hunting, Half-hunting, or Open Face Case.
Gold ... Rs. 200.
Silver ... Rs. 90.

LADY'S GOLD ENGLISH KEYLESS WATCHES.
Engraved Hunter ... Rs. 285.
„ Half-hunter ... Rs. 300.

LADY'S GOLD GENEVA KEYLESS WATCHES.
Rs. 150 to 300.

LADY'S GOLD GENEVA WATCHES,
Engraved Hunters or Half-hunters.
Rs. 100 to 300.

Gent's.
THE SILVER (or ALUMINIUM) DOUBLE CRYSTAL KEYLESS WATCH.
Superior Jewelled, Horizontal Movement.
In Aluminium Case ... Rs. 45.
In Solid Silver Case ... Rs. 50.
Supplied with Black or White Dial.

GENEVA KEYLESS LEVER WATCHES,
best finished Movements, Jewelled throughout, as Hunters, Half-hunters, or Open Face.
In Gold Case ... Rs. 150 to 300
In Silver Case ... Rs. 35 to 100

SKETCHES AND PRICE LIST UPON APPLICATION.

CALCUTTA. BOMBAY, SIMLA.
Rampart Row.

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HAVE the pleasure to announce that they have FOR SALE a splendid assortment of the following Goods:—

OLEOGRAPHS, CHROMOLITHOGRAPHS, ENGRAVINGS, &c.
PICTURES Mounted and Framed to order in every style.
WATCHES AND CLOCKS.
IMITATION and REAL GOLD JEWELLERY, consisting of LOCKETS, CHAINS, BROOCHES, &c.

LADIES' DRESS GOODS—Silk Netts, Grass Cloth, Burmese Silks, Grenadines, &c.

MEERSCHAUM and BRIARWOOD PIPES and SMOKERS, REQUISITES; HATS, SCARFS, TIES, SHIRTS, &c.

SEWING MACHINES of VARIOUS MAKERS.

AN INSPECTION IS INVITED.

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ARMY AND CIVIL AGENTS,
24, APOLLO STREET, BOMBAY.
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REMITTANCES EFFECTED at favourable Rates of Exchange. SOVEREIGNS and BANK OF ENGLAND NOTES supplied.
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PIANIST, TUNER, &c.,
AND COMMISSION AGENT FOR PIANOS

"THE TERRACE," OPPOSITE BOLTON & Co., BYCULLA.

For Sale at this Office.

THE PRIVATE SOLDIER IN INDIA.

(*Revised and Reprinted from the "Bombay Gazette."*)

PRICE—ONE RUPEE.

IN THE COURT OF THE RECORDER OF RANGOON.

CIVIL REGULAR No. 4 OF 1873.
CIVIL MISCELLANEOUS No. 101 OF 1876.

THE UNION BANK OF AUSTRALIA	Plaintiffs.
THE ORIENTAL RICE COMPANY W. IRVINE	Defendants.

NOTICE.

DEFAULT having been made in payment of the decree and costs in the above Case, amounting to Rs. 1,97,755-7-8, and interest thereon, the Mill and premises at POOZUNDOUNG, lately in the occupation of Mr. W. IRVINE, and comprising the land known as suburban allotments Nos. 5 and 21, situate in the Town of Rangoon, together with the Mill and all other buildings and machinery and fixtures therein, will be SOLD by PUBLIC AUCTION to the highest bidder on WEDNESDAY, the 7th day of June next, at 7-30 A.M., on the spot, towards satisfaction of the decree obtained by the Plaintiff in the said suit.

By order of the Court,
CARR G. ARRAKIEL,
Auctioneer to the Court.

12th April 1876.

ALWAYS ON HAND,
AT
P. GRANT AND SON'S,
2, RAMPART ROW,
SADDLERY AND HARNESS
OF EVERY DESCRIPTION,
WHIPS, SPURS,
AND
MILITARY ACCOUTREMENTS

S. D'ESPERANCE,

COPPER-PLATE ENGRAVER & PRINTER

BRASS STAMPS, OFFICIAL SEALS,
STEEL DIES WITH CRESTS,
ARMORIAL BEARINGS, MONOGRAMS, &c., &c.
ENGRAVED and EMBOSSED in COLOURS, Neatly and with Despatch.

BOMBAY:—35, MEADOW STREET, FORT.

ROYAL SCHOOL FOR DAUGHTERS OF OFFICERS OF THE ARMY.

The DAUGHTERS of all Officers in Her Majesty's Army, inclusive of the Royal Marines, on full or half pay, or who may have died in the service are eligible. The ages of admission are from Eleven to Fifteen.

The next ELECTION will take place on June 21, 1876.

Pupils elected by votes of Subscribers, pay only £12 per annum.

Pupils elected by the Committee pay £70 per annum at the Lower School, and £80 per annum when transferred to the Upper School and no extras.

Each Donation of £5 5s. or Rupees 52-8, entitles to one Life Vote.

Each Annual Subscription of 10s. 6d., or Rupees 5-4, entitles to one vote at all Elections during the current year.

Further Contributions to meet the current expenses are earnestly solicited by the Committee.

By Order,
G. W. FORSTER, Secretary.

22, Cockspur Street, London.

The following Officers, from whom may be obtained the Rules and Regulations of the School as also the Voting Papers for each Election, have also kindly consented to receive Donations and Subscriptions on behalf of the Institution:—

Lieut-Col. G. F. Berry, 56th Regiment, Kurrachee, India.
Lieut Col. H. S. Cochrane, V. C., 7th Fusiliers, Commandant Deolali Depot, Bombay, India.
Major A. C Forster, 89th Regiment, Thyetmyo, Burmah.
Surgeon-Major C. F. Ogilvie, M. D., Dharwar, India.
Major F. Scrivener, 83rd Regiment, Deesa, India.
Captain R. M.B. Thomas, Bengal Staff Corps, Bhundara, Near Nagpore. India.
Major T. H. Turner, Exam, Ordnance Depart, Poonah, India.
Col. O. Wilkinson, 2nd Beng Cav, Segowlie, Chumparun, India.
Major E. M. Norie, Assistant Quartermaster-General, Madras, India.

GRATEFUL—COMFORTING.

EPPS'S COCOA.

BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctor's bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well-fortified with pure blood and a properly nourished frame."—See article in the *Civil Service Gazette.*

Made simply with boiling water or milk.

Sold in tin lined packets and in soldered tins—soldered tins, ½ lb. and 1 lb., are always to be preferred for export. Each packet or tin must be labelled thus:—

JAMES EPPS & Co.,
HOMŒOPATHIC CHEMISTS,
48, Threadneedle Street, and 170, Piccadilly.
Works—Euston Road and Camden Town, London.
Makers of Epps's Glycerine Jujubes (throat irritation)

HEATON, BUTLER & BAYNE,

MAKERS OF
STAINED GLASS WINDOWS,
FOR
CHURCHES, PUBLIC BUILDINGS AND HOUSES.

They refer as specimens of their work to the Stained Glass Windows in the Senate House and the University of Bombay; also to the Stained Windows in the Council Chambers at Poonah.

COST OF STAINED GLASS WINDOWS.
Painted Quarry work from 8s. 6d. per foot.
Grisaille work from 15s. to 20s. per foot.
Single Figures from 35s. per foot.
Rich Subject work from £2 2s. to £2 10s. per foot.
Rich Heraldic work £2 10s. per foot.

To ascertain the measurement of a window, multiply the height by the width.

HEATON, BUTLER & BAYNE,
Garrick Street, Covent Garden,
LONDON, England.

Edition of 1875.—Just issued, large 8vo, pp. 724, cloth, 8s., post free; or bound in half morocco, 10s. 6d.

THE HOMŒOPATHIC DOMESTIC PHSICIYAN

By Drs. PULTE and EPPS.

Revised, with important additions, and many new remedies, by WASHINGTON EPPS, L.R.C.P., M.R.C.S.,
Physician to the London Homœopathic Hospital.

TABLE OF CONTENTS:—

General Diseases—Casual Diseases—Cutaneous Diseases—Fevers—Affections of the Mind—the Head—the Eyes—the Ears—the Nose—the Face, Lips, and Jaws—the Teeth, Gums, and Mouth—the Windpipe and Chest—the Stomach and Bowels—the Urinary and Genital Organs—Diseases of Women—Treatment of Children—Anatomy and Physiology—Hygiene and Hydropathy—Materia Medica—Domestic Surgery—Medical and Surgical Appliances—Dislocations and Luxations—Fractures—Glossary—Index.

A complete Chest of Medicine (stoppered bottles), £4 4s. o £6 6s.—the larger chest has a strongly bound copy of the Physician enclosed.

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48, THREADNEEDLE STREET, and 170, PICCADILLY,
LONDON.

THOMAS D. MARSHALL & BURT'S BOOTS,

POST FREE FROM LONDON TO INDIA.

GENTLEMEN'S BOOTS.

	Superior in style and excellent in quality.	Finest quality we can produce.
Calf Elastic Walking Boots Patent Elastic Dress Boots Parade Elastic Boots, patent or Calf Balmoral Boots Button Boots	25s.	35s.

CATALOGUES POST FREE ON APPLICATION.

LADIES' WALKING BOOTS.

ELASTIC OR TO BUTTON.

Excellent quality much approved	18s. 6d.
Very superior	21s. 0d.
Finest possible quality	25s. 0d.
Satinette, or Mock Kid Elastic House Boots 5s. 6d. and	7s. 6d
Do. do. with French heels 7s. 0d. and	9s. 0d
Grey Linen Slippers	3s. 6d.

Every order *accompanied by remittance for the price net,* will be sent POST PAID, and if possible despatched by the first mail after its receipt.

A worn boot or shoe is the best possible guide for the size, and the next best is a paper pattern of the sole of a boot that fits. Pattern boots should be marked with name of sender, and sent separately from letter and remittance.

Remittances may be made in Government of India notes at the rate of 1s. 11d. per Rupee.

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NOTICES.

DESCHAMPS AND CO. (OF MADRAS,)

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BILLIARD-TABLE MAKERS,
CARRIAGE BUILDERS,
AND
GENERAL MANUFACTURERS
NEXT TO KEMP & CO.'S,
BOMBAY,

BEG to invite the attention of the PUBLIC to their large STOCK of every description of

FURNITURE,

for Drawing-room, Boudoir, Dining-room, Offices, Ante-room Camp, Messes and Clubs, Durbar-hall, &c. &c.

CHURCH FURNITURE—Altar Tables, Pulpits, Desks, Fonts carved Chairs, Arm-chairs, Lecterns, Fauld Stools, Priedieus, Benches, Communion Tables, Railings, Screens, Carpets, Velvets, Fringes, Cushions, &c. &c.

D. & Co. have furnished St. George's Cathedral, Emmanuel Church, Christ's Church, and many others all over India.

An ILLUSTRATED CATALOGUE, containing upwards of 300 designs of their Furniture, can be had on application.

BILLIARD TABLES, full size, 12 feet by 6 feet, with Slates Scroll Legs, India Rubber Cushions, &c., &c., complete, Rs. 900, Cash.

SPARE INDIA RUBBER CUSHIONS, Rs. 90; Billiard Cloth, Rs. 16, Rs. 18, and Rs. 20 per yard.

Set of 3 Balls	Rs. 25
Pool Balls 12 „	„ 100
Pyramidal 16 „	„ 140

BILLIARD CUES, No. 1, Rs. 2-8; Nos. 2 and 3, from Rs. 3 to Rs. 10 each.

Cue Tips, 8 Annas a Dozen
Chalk, 12 „ „

BAGATELLES BOARDS, all sizes, with or without slate, complete, from Rs. 80 to Rs. 350.

CARRIAGE of EVERY DESCRIPTION of the BEST MAKE, combining Elegance of Design, Superior Finish, and lightness of Construction.

BROUGHAMS, with 2 and 4 Seats, for one or a pair of Horses.

PILINTHUMS, very light Evening Carriages, 4 Seats, for 1 and 2 Horses.

PALANKEEN COACHES, with Venetians and Glass all round, comfortable for 4 persons, and well suited for Indian Climate.

MAIL PHAETON and WAGGONETTES, for 4 to 8 persons, with Patent Revolving Back Seats.

DOG CARTS, 4 and 2 Wheels, with or without Tops, American and London Patterns.

PONY PARK, VICTORIA and BASKET PHAETONS, very light, for 2 and 4 persons, for 1 or a pair of Ponies or a Horse.

CANOE BAROUCHES, newest pattern, received from London, Paris and Vienna; handsome Carriages for a pair of Horses.

STATE CARRIAGES, with gilt and plated mountings, lined with the richest Silk and Damask.

BREAKS, MAIL COACHES, and other CARRIAGES made to order.

PRESENTATION ARTICLES AND TABLE ORNAMENTS—Flower Vases, Baskets, Trays, Parian Statues, Limoges Porcelain, Bronzes, one and two lights Candelabras richly ornamented, a fine collection of Steel Engravings, Chromolithographs and Photographs, &c., &c., all from the best Houses in London and Paris.

ANAMALLEE, COFFEE, and GOOSEBERRY STICKS, all sizes.

FRENCH POLISH, made by D. & Co., the best in India, can also be had at their Establishment, with directions how to use it.

ICE MACHINE—Works as a pump, gives two, three, and four decanters of Ice in less than 3 minutes. These Apparatuses advantageously compete with those of M. Carré (we quote the report of the International Exhibition, Paris, 1867). They produce cold and ice without fire, pressure, or danger, and will undoubtedly prove very serviceable to Housewives, Hospitals, and others. Can be seen in working order in their Establishment.

GARDEN PUMPS, double action, easy to work by hand, quite a novelty in Bombay, Rs. 12 each

MADRAS MATTING, very strongly made, for Verandahs Ante-rooms, Staircases, &c.

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READING LAMPS—New models for candles, used principally for Verandahs, Tents, Bedrooms; they are Punka-proof.

KEROSINE LAMPS, expressly made for India, Punka-proof, give a light equal to that imparted by 14 candles. Rs. 25.

MARBLE, for Pavement, white and black. 1 square foot Mosaic Pavements of very handsome design.

CURTAIN MATERIALS; Glass Insulators for Pianos and Cots.

HORSE-HAIR CLOTH; China and French Damasks, Red Velvet, Satin, Cretonnes, and Morocco Leathers.

CARPETS, with borders, new patterns, Brussels, Axminster, and Velvet Pile. From Rs. 3 to Rs. 7 per yard.

WALL PAPERS—Border Papers for Half-doors, Ceilings, Punkas; for Theatres, representing Landscapes, Streets, and Drawing-rooms, &c. &c.

D. & Co. also undertake repairing, re-lining, and polishing all sorts of Furniture, Billiard Tables, and Bagatelle Boards, and re-colouring Pool Balls.

The large Patronage D. & Co. have been favoured with all over India for many years, and having furnished from their Manufactory the Government Houses of Calcutta, Madras, and Bombay, the Nizam of Hydrabad, the Maharajah of Travancore, Vizianagram and Oodeypoor, and others, makes them hope for continuance of it.

ILLUSTRATED CATALOGUE OF CARRIAGES WITH PRICES, SENT ON APPLICATION.

LOST, a CERTIFICATE for One Share in the MANOCKJEE PETIT'S SPINNING and WEAVING COMPANY, Registered No. 1,192 in the name of the Undersigned. All persons are hereby CAUTIONED against PURCHASING the same or otherwise dealing therewith.

DHURRUMSEY JEEVA,
Vadachee Gadee.

Bombay, 26th April 1876.

THE "GLOBE EXPRESS"—SUEZ CANAL ROUTE.—Prepaid packages forwarded through this Agency are conveyed from the port of BOMBAY to LIVERPOOL by fast Steamers at the low rate of SIX ANNAS PER LB. or RUPEES TWO PER CUBIC FOOT. (Jewellery, Watches, and other valuables excepted.) Large shipments charged at cargo rates. For further particulars apply to

WHEATLEY, MADDEN & Co.,
Bombay Agents.

OVERLAND PARCEL EXPRESS.

INDIAN TRANSIT AND GENERAL FORWARDING AGENCY.
ESTABLISHED, 1867.

OFFICES.—LONDON, LIVERPOOL, DUBLIN, NEW YORK, AND ELPHINSTONE CIRCLE, OPPOSITE THE CUSTOM HOUSE, BOMBAY.

THIS AGENCY receives Parcels for delivery at any Post Town or District throughout Great Britain and Ireland, at a uniform rate of 8 Annas per pound, or fraction of a pound weight, up to 50 lbs., except jewellery and other valuable articles.

This charge covers the conveyance from Bombay to London only, and may either be prepaid, or paid on delivery at destination.

Goods and Packages, via Canal Steamers, forwarded at Rs. 2 per cubic foot, to London or Liverpool, including Shipping, Agency, and other incidental charges.

Goods landed, cleared from the Custom House and forwarded to any part of India at moderate rates.

N. V. CURRANEE & Co.,
Agents.

FRERE SPINNING AND WEAVING COMPANY, LIMITED, IN LIQUIDATION.

NOTICE is hereby given, that CERTIFICATES of FULLY PAID-UP SHARES of the Nursey Spinning and Weaving Company, Limited, (each of Rs. 400) will be given by the Undersigned, on and after the 15th day of May, 1876, at the Office of the Company, IN EXCHANGE for the RECEIPTS for PAYMENT of the FIRST and SECOND CALLS on the Shares of this Company, amounting together to Rs. 400 per Share paid.

The TRANSFER BOOKS of this Company will be FINALLY CLOSED on the 15th May 1876.

J. GORDON,
Liquidator.

33, Elphinstone Circle, Bombay, 27th April 1876.

THE SASSOON SPINNING AND WEAVING COMPANY, LIMITED.

NOTICE.

THE THIRD ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the Registered Office of the Company, No. 4, Forbes Street. Fort, on TUESDAY, the 9th May, 1876, at 2 P.M., to transact the following business:—

1. To receive and adopt the Directors' Report and Audited Balance Sheet for the year ending 31st December 1875.
2. To elect two Directors in place of those who retire by rotation, but who are eligible for re-election.
3. To confirm the appointment of Mr. Premjee Dayal who has been elected a Director of the Company by the Board to fill up a vacancy in their body.
4. To appoint Auditors for the ensuing year, and to fix their remuneration.

The TRANSFER BOOKS of the COMPANY will be CLOSED from the 3rd to 9th May 1876, both days inclusive.

By Order of the Board of Directors,
COOVERJEE RUSTOMJEE MODY,
Secretary.

4, Forbes Street, Bombay, 28th April 1876.

MESSRS. C. MARCKS & Co. have now on Hand a LARGE COLLECTION of PALANQUIN CLOCKS and TIME PIECES in Morocco and Russia Leather Cases from Rs. 30 to Rs. 250, the latter chiming the quarters.

The above are the best Clocks adapted for Travelling.

BOMBAY AND POONA.

EDUCATION IN GERMANY.

A PROFESSOR in a High School in one of the healthiest Towns in Germany will be glad to undertake the TUITION of a few YOUNG LADS from 10 to 15 years of age.

A comfortable Home guaranteed and the greatest care bestowed in training up to a High Standard.

Satisfactory references can be given. For further particulars and apply to

X. Y., care of *Bombay Gazette*

TEETH! TEETH!! TEETH!!!

J. J. L. DAVIS, Surgeon Dentist from the Dental Hospital, inserts Mineral Teeth over the most sensitive gums and stumps without pain or inconvenience; in appearance quite equal to nature, while for mastication and articulation they cannot be equalled.

Extraction, stopping and scaling, Rs. 5.
Children's Teeth carefully regulated.

Fort Address.—Rampart Row, next to Messrs. Thompson Taylor & Co., Chemists and Druggists.

Consultation daily from 10 A. M. *to* P. M.

UNDER THE PATRONAGE OF H. R. H. THE PRINCE OF WALES AND THE LATE GOVERNORS OF BOMBAY.

R. PARTRIDGE & CO.,
BOOT AND SHOE MAKERS,
BOMBAY.

TRY R. P. & Co.

The only Establishment in Bombay where all orders are received and attended to and made on the premises, and the goods warranted to be of the best materials and workmanship.

Large supply of goods always in stock.

Price List to be had free on application.

COMMERCIAL INTELLIGENCE

THURSDAY EVENING, 4TH MAY 1876.

THE Liverpool Cotton Market yesterday, according to the public telegrams, closed steady at unchanged prices on the spot, the sales reaching 12,000 bales, a somewhat larger quantity than we have been used to of late, but private messages, while reporting the market as opening steadier, give the tone at the close as again weaker.

From New York yesterday's advices make no change in spot Cotton although futures are ⅛ cent. per lb. higher. The receipts at the ports to date are as follows:—

	1876	1875	1874
Five days' Receipts ...	18,000	18,000	17,000
Total since 1st Sept. ...	3,934,000	3,322,000	3,585,000

PIECE GOODS in Manchester yesterday Reuter says were steady, but other reports call them dull with few buyers. The London General Produce Markets were unchanged with the exception of a decline of 6d. per quarter in Linseed.

A further payment of £94,000 into the Bank of England is reported, making with the previous day's advices £377,000 paid in since the last return. To-day's return will probably show a further increase in strength, but it is very unlikely any change will be made in the Bank rate notwithstanding the extreme dulness of trade. Consols for account were quoted yesterday at 95½, a further advance of ⅛.

The biddings for Council drafts in London yesterday resulted in allotments of £481,000 in all, viz:—£320,000 to Calcutta, £160,000 to Bombay and £1,000 to Madras, tenders on all three Presidences at 1s. 8¾d. receiving in full, the average price in Bombay being 1s. 8d. 78 and on Calcutta 1s. 8d. 76 per rupee. So far as we can learn the allotments have been all made by wire which of course enables remitters to pay an extra 1-16d., but even with this advantage the Government have not succeeded in getting their full amount taken up at their limit of 1s. 8¾d. Few people will be surprised at the result, as the question here was not so much as to the limit—which was generally counted upon—but whether it would be obtained, and we think under the circumstances Government have been fortunate in placing the amount they have done.

The next biddings do not take place until the 31st instant, and by that time the end of the shipping season will be so near that the demand for Council drafts will be even less than now is, so that 1s. 8¾d. will be all the more difficult to obtain if that rate is still retained as the minimum.

STERLING EXCHANGE to-day has been rendered slightly easier by the result of Councils, the Banks although making but little difference in their drawing rates having been much more willing buyers at a decline of 1-16d. from yesterday's figures. Transactions have not been large, although a decided improvement on the past two days. We quote:—

Bank Bills, on demand. 1s. 8⅞d. to 25-32d. per Rupee.
Do. 6 months' sight 1s. 8¾d. to 1-9d. „
Credits, 3 months' sight 1s. 9d. „
Documents, 3 months' sight 1s. 9d. „

On Calcutta we have not heard of any business and rates are unaltered, say, demand ⅛ premium; 60 days' sight 1 per cent discount.

GOVERNMENT PAPER is quiet but steady at previous prices:—Fours, Rs. 101⅝; Fours and-a-half, Rs. 101½; Fives-and-a-half, Rs. 103½.

THE SHARE MARKET continues active but with a few exceptions the advance in prices to day has been less extensive. Bank of Bombays are still in demand and have now risen to 43 per cent premium. Spinning and Weaving concerns continue in favour and we quote an advance of Rs. 25 in Alliance, Rs. 10 in Jewraz Balloo, Rs. 20 in Khandeish Spinning, Rs. 15 in Madras, and Rs. 25 in Madras United, while Dhurrumseys have declined Rs. 5, Manockjee Petits Rs. 15 and Orientals Rs. 10 per share. Press property is not in favour. New Berars have advanced Rs. 15 and East India Rs. 25, but Sassoons have declined Rs. 35 and Fort Press Rs. 100 per share. Amongst Land Companies the only movement is a fall of Rs. 25 in Mazagons. Bombay Burmah Trading Co.'s shares have fallen Rs. 30 per share.

THE COTTON MARKET to-day has shown rather more firmness, but there has been no increase in the extent of business doing. On the contrary, buyers have shown no disposition to pay any advance in rates and the tendency at the close is, if anything, in favour of lower prices. Yesterday's receipts were 9,652 bales, making 47,292 bales for the six days.

FREIGHTS, although still firm, have been somewhat irregular. In some cases offers of £2-7-6 and even £2-8 9 have been made for steamers while relets have been done at £2-6 3 per ton By sail the market is quiet at £1-18-9 for first class Iron ships; Wooden vessels £1-12-6 to £1-15-0 per ton.

PIECE GOODS are unaltered. In the Bazaar there is a moderate enquiry for the lighter makes of Shirtings, Mulls, Madapollams and Jacconets from Marwaree buyers, but there is no movement of any kind with importers.

SHIPPING INTELLIGENCE.

THE s. s. SNIPE, 101 tons, Captain D. Forman, arrived in harbour yesterday from Glasgow (March 27) via Port Said, in ballast.

THE SHIP SERINGAPATAM, 1,128 tons, Captain T Currey, will sail to-day for Falmouth, with a cargo of 32,850 cwts linseed.

THE s. s. CURLEW, 156 tons, Captain G. T. Gunderson, arrived in harbour yesterday from Glasgow (March 30th) via Port Said, in ballast.

THE SHIP LUCY A. NICKELS, 1,395 tons, Captain D. Nickles, arrived in harbour yesterday from Liverpool (January 11th), with a cargo of 1,680 tons coal. The vessels is consigned to the Captain.

THE s. s. PEHLWAN, 101 tons, Captain J. De Costa, arrived in harbour on the 3rd instant from Coast and Goa, with a general cargo, and one hundred and seven deck passengers.

THE BARQUE MAITLAND, 712 tons, Captain R. Pope, arrived in harbour yesterday from Newcastle (January 25th), with a cargo of 1,132 tons coal. The vessel is consigned to the Captain.

THE B. I. S. N. Co.'s s.s. VINGORLA, 316 tons, Captain W.R. Sayers, arrived in harbour yesterday from Kattyawar, Coast and Kurrachee, with a general cargo and the following passengers:—Mr. W. H. Buyce, Mr. W. John, Mr. E. Penton, and two hundred and twelve deck passengers.

THE P. AND O. Co's s. s. KASHGAR, 1,514 tons, Captain E. J. Baker, arrived in harbour yesterday from Aden and Suez, with the English Mails and the following cargo:—1 case false pearls, 1 box gold coins, 1 box medicine, 11 packages specie, 679 packages piece goods, 206 bags cloves, 125 boxes silver, 2 cases saffron, 1 bundle E. teeth, 15 bales twist, 1,550 beams and wood, 20 cases beads, 6 cases wire, and some packages transhipment for different ports.

ARRIVALS.

May.	Vessels.	Commanders.	From.
3	Pehlwan (s)	DeCosta	Goa, May 1.
4	Kashgar (s)	Baker	Suez, Apr 22.
	Maitland	Pope	Newcastle.
	Snipe (s)	Forman	Glasgow, Mar 27.
	Curlew (s)	Gunderson	Glasgow, Mar 30.
	Lucy H. Nickels	Nickels	Liverpool, Jan 11.
	Vingorla (s)	Sayers	Kurrachee.

DEPARTURES.

May.	Vessels.	Commanders.	Destinations.
4	Northbrook	Pierce	Liverpool
	Berteaux	Davis	Antwerp.

* The ship Seringaptam, Carrey, to Falmouth, obtained her port clearance yesterday.

The following vessels were entered out for loading yesterday:—
Steamer Mulla, to P. Gulf.
Steamer Pehlwan, to Coast and Goa.
Ship Britania, to Liverpool.
Steamer Zante, to Kurrachee.

CALCUTTA.

ARRIVALS.

April.
30 Ava (s) ......Day......Bombay, Apr 20.
Star of Russia ......Simpson ......London, Jan 7.
Mysore ......Thoms ......London, Jan 15.

BOMBAY BILL AND STOCK LIST.

BANKS.

Number of Shares	Noml. Value p. sh.	Paid up.	Last Dividend.	Banks.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
[illegible]	100	all	5 p.ct	Agra Bank	96
22,000	1,000	all	10 do.	Bank of Bengal	1,400xd
20,000	500	all	5 p.ct	Bank of Bombay New	715
8,350	1,000	all	8 do.	Bank of Madras	1,200
80,000	250	all	8 p.ct	Chartered Mercantile Bank of I.L. & China	300
40,000	281½	all	6 p.ct	Hong. & Shanghai Bank	300
60,000	200	all	5 p.ct 5 do.	Chartered Bank of India and China	195
40,000	250	125	12 do.	National Bank of India	106
80,000	250	all		Oriental Bank	495

RAILWAY COMPANIES.

	£20	218'3'0	5 p.c.	G. I. P. Railway Consolidated Stock	267
...	£20	108'14'6	do.	Do. New £20 Shares	126
...	£20	65'7'8	do.	Ditto	72
...	£20	21'13'1	do.	Ditto	22
...	100	1,000	do.	B.B. & C.I. Railway Co.	1,100
...	£18	199'6'15	do.	Do. New Shares	235

MISCELLANEOUS.

1,000	12,500	1500	240pa.	Bombay Burmah Trading Corporation	1,860
1,000	50	all	4½pct	Bombay Gas Company	60
200	1,000	all	...	Bombay Saw Mill Co.	700
600	500	300	30pa.	Landing & Shipping Co. of Kurrachee, Ld.	200
2,125	200	100	8 p.	Malabar Company, Ld	70
5,000	5	all	4 p.	Mechanics' Build'gs Co.	31
[illegible]	50	all	20 p.	Treacher & Co.	400
[illegible]	25	all	40 p.	[illegible] Patent Slip	22

April. DEPARTURES.
30 Ooryia (s) ....
Fearnought ....
Dunallstair ....

MADRAS.

ARRIVAL.

May.
2 Queen Bee .... New Zealand.

DEPARTURES.

May.
1 Dacca (s) .... Calcutta.
Goa (s) .... Bombay.

ADEN.

ARRIVALS.

Mar. 14 Grand Duke, ship, Ward, from Cardiff.
April 9 Nimble H M G boat, Selby, from Muscat.
11 Sennar, E S F, Privileggio, from Tejoura.
12 Dupleix, ss, Monge, from Mauritius.
14 Lord Eslington, ss, Blair, from Shields.
14 India, ss, Fougt, from Cardiff.
14 Teazer, H M S, Woodhouse, from Berbara.
15 Djafferia, E ss, Mansoor, from Zeila.
15 Chanticliar, ship, Nacoda, from Calcutta.
16 Agra, ss, Hillcott, from Kurrachee.
16 Punjab, ss, Hansard, from Zanzibar.
18 Medina, ss, Russell, from Jeddah.
19 Sumatra, ss, Lunham, from London.
19 Abydos, ss, Cummins, from Kurrachee.
19 Deccan, ss, Gaby, from Southampton.
19 Azoff, ss, Yarmerster, from Bombay.
19 Almora, ss, Howell, from Calcutta.
19 Minerva, ss, Hesse, from Trieste.
20 Finistere, F T, ss, Lemesurier, from Toulon.
20 May Frere, H M S, Guthrie, from Socotra.
21 Amazone, ss, Champenois, from Marseilles.
22 Salisbury, ss, Lindsay, from Glasgow.
22 Arethusa, ss, Reed, from Rangoon.
23 Lumley Castle, ss, Browne, from Kurrachee.
23 Mirzapore, ss, Parish, from Calcutta.
23 Romulus, ss, Haig, from Bombay.
23 Dalhousie, H M S, Elton, from Bombay.
23 Arabia, ss, Rollo, from Bombay.
24 Assam, ss, Cates, from Bombay.
24 Diomed, ss, Jackson, from Shanghai.
24 Dido, ss, Lucciolli, from Jeddah.
25 Zantho, ss, Edwards, from Bombay.
25 Yrrrac Bat, ss, Munitiz, from Liverpool.
25 Minerva, ss, Barker, from Cardiff.
25 Egbert, ss, Barwise, from Bombay.
26 Craigforth, ss, Farmer, from London.

DEPARTURES.

Apr. 19 Grand Duke, ship, Ward, to Calcutta.
19 Sennar, E S F, Privileggio, to Tejoura.
19 Sumatra, ss, Lunham, to China.
19 Abydos, ss, Cummins, to Genova.
19 Deccan, ss, Gaby, to Bombay.
19 Azoff, ss, Yarmerster, to Marseilles.
19 Minerva, ss, Hesse, to Bombay.
20 Nimble H M G. boat, Selby, to England.
20 Chanticliar, ship, Nacoda, to Jeddah.
20 Agra, ss, Hillcott, to London.
20 Almora, ss, Howell, to London.
21 Punjaub, ss, Hansard, to Zanzibar.
21 Medina, ss, Russell, to Jeddah.
22 India, ss, Fougt, to Colombo.
22 Djafferia, E S S, Mansoor, to Zeila.
22 Finistere F T, ss, Lemesurier, to Bourbon.
22 Amazone, ss, Champenois, to China.
23 Salisbury, ss, Lindsay, to Madras.
23 Arethusa, ss, Reed, to Portsaid F O.
23 Lumley Castle, ss, Browne, to Marseilles.
23 Mirzapore, ss, Paris, to Southampton.
23 Romulus, ss, Haig to Dunkirk.
23 Arabia, ss, Rollo, to Genova.
24 Dupleix, ss, Monge, to Mauritius.
24 Assam, ss, Cates, to Venice.
24 Diomed, ss, Jackson, to London.
25 May Frere, H M S, Guthrie, to Persian Gulf.
25 Dido, ss, Lucciolli, to Persian Gulf.
26 Zantho, ss, Edwards, to London.
26 Lord Eslington, ss, Blair, to Bombay.
26 Yrrrac Bat, ss, Munitiz, to Manilla.
26 Egbert, ss, Barwise, to Liverpool.
26 Craigforth, ss, Farmer, to Rangoon.

VESSELS IN HARBOUR.

Teazer, H M S, Woodehouse, from Berbara.
Dalhousie, H M S, Elton, from Bombay.
Minerva, ss, Barker, from Cardiff.

DAILY IMPORTS.—MAY 4.

FROM LIVERPOOL.

Zante s—51 cases porter, Jemsetjee Nowrojee.
Vixen s—5 hogsheads portwine, Jemsetjee Nowrojee; 529 bundles sheet iron, Ramchunder Mahadew and Co.
Virginia Schilizzi s—24 cases cotton umbrellas, Byramjee Shapoorjee.

FROM LONDON.

Virginia Schilizzi s—10 casks white paint and 2 bales wall paper, Jewabhoy Heptoola.
Galatea s—5 kegs sulphate of copper, Moorarjee Natha; 23 cases foolscap paper, Byramjee Shapoorjee; 118 cases beer, Jamsetjee Framjee; 57 casks beer, Sorabjee Rustomjee.
Pembrokeshire—100 boxes brandy, Vinay and Co.
Streathleven s—8 bales wall papers, Jewabhoy Heptoola.
Morborough—40 cases matches, Abdoolally Dawoodkhan.
Deccan s—2 cases umbrellas, Esmall Mahamed and Co; 100 cases copper sheets, Ritchie, Steuart and Co; 50 cases brandy 50 cases champagne, 16 cases claret, 40 cases sauterne and 10 cases chablis, C Bounevialle and Co.

DAILY EXPORTS.—MAY 4.

FOR LIVERPOOL.

Persia—4 cases soopstur and 2 bales rags, Antoba Eswant; 15 bales cotton, Kavuldass Tricomdass; 66 bales hemp, Dwarkadass Gordhundass; 300 bags galls, Ruttonsee Mooljee.
Helen Scott—100 cwts coir yarn, Madhowjee Ghella, 500 bales cotton, Nusserwanjee Manockjee and Co.
Turkish Empire—1,200 bags linseed, Knoop and Co.
Prince Fredrick—120 bales cotton, Anderson and Co; 300 bales cotton, Killick, Nixon and Co; 162 bags bhehada, Lilladhur Pursotum.
Aldergrove—55 bales cotton, Hurjeewan Lilladhur; 500 bales cotton, W and A Graham and Co; 50 bales cotton, Campbell, Mitchell and Co.
Philosopher—200 bales cotton, W and A Graham and Co.
Khersonese—1,000 bales cotton, Greaves, Cotton and Co; 50, bales cotton W and A Graham and Co; 215 cwts coir yarn Malsee Mooljee.
Circassian—210 cwts coir yarn, Runchordass Khetsee; 500 cwts coir yarn, Nanjee Khuttow.
Khorasan—132 cwts coir yarn, Nanjee Khuttow.
Boadicia s—150 bales cotton, Nursee Khuttow; 50 bales cotton, Beecherdass Ambaidass; 70 bales cotton, Jairam Hemraj; 55 bales cotton, Seereeram Saluckram; 40 bales cotton, Motilall Rathi; 100 bales cotton, Wallace and Co; 200 bales cotton, Khoosall Hurrdass and Co.
Zampa s—27 bales wool, Khimjee Veerbhan; 50 bales wool, Bunichund Fuckerchurd; 86 bales cotton, Anundroop Custoorchund; 250 bales cotton, Vurujlall Luckmonbhoy; 50 bales wool, Goculdass Toolseedass; 75 bales cotton, Heerjee Nagsee and Co; 100 bales cotton, Converjee Lilladhur.
Spartan s—240 bags wheat, Ralli Brothers; 65 bales wool Bhanjee Tonen; 115 bales cotton, Khimjee Luckmedass 200 bales cotton, Framjee, Sands and Co; 39 bales wool, Goverdhun Lilladhur; 50 bales wool, Bhimjee Canjee.
Montemore s—400 bags wheat, Knoop and Co.
Trinacria s—210 bales cotton, Nursee Khuttow; 40 bales wool, Lilladhur Govindjee; 825 bags wheat, W and A Graham and Co; 200 cwts coir yarn, Runchordass Khetsee.
Vixen s—1,000 bags wheat, Ralli Brothers.

FOR LONDON.

Autocrat s—68 cases dry ginger, Mooljee Jaitha and Co; 15 cases fishmaws, Alladin Babool.
Glengyle s—260 cwts horns, Oomerbhoy Chandabhoy; 1,400 packets rapeseed, Finlay, Scott and Co.
Deccan s—8 bales hides, Allarukia Nuthoo; 9 bales hides, Hajee Huson Ookerda; 4 bales skins and 4 bales hides, Casumbhoy Nanjee; 7 bundles E teeth, Mamedjee Tarbhoy; 68 cases rhubarb, 26 bundles matting, 26 cases porcelain, 613 slabs tin, 178 bales tabacco, 131 bales wool and 1,353 chests tea, P and O Co; 4 bales carpets, Ameroodin Jafferjee; 100 bales cotton, Knoop and Co; 8 bales hides, Abdoola Mahamed; 5 bales hides and 2 cases fishmaws, Dawoobhoy Mamed.

FOR BREMERHAVEN.

Walls Castle—200 bales cotton, George Lockhart and Co.

FOR DUNKIRK.

Galatea s—7,000 bags rapeseed and 20,000 bags linseed, Finlaye Scott and Co.

FOR HAVRE.

Benefactress 4,000 bags linseed and 1,500 bales cotton, Georg Lockhart and Co.
P Pendleton—150 bales cotton, Jules, Siegfried and Co.
Bergen s—50 bales cotton, Jules, Siegfried and Co; 1,000 bags coffee, George Lockhart and Co.
Deccan s—100 bales cotton, Jules, Siegfried and Co.

FOR FALMOUTH.

Seringapatam—4,000 bags linseed, Wallace and Co.
Lauderdale—2,000 bales cotton, W Nicol and Co.
Wild Wave—300 bales cotton, Gaddum and Co.

FOR TRIESTE.

Minerva s—300 bales cotton, Finlay, Scott and Co.

FOR MARSEILLES.

Deccan s—7 cases shawls, W Nicol and Co.

FOR HONGKONG.

Socotra s—25 packages cloves, Nanjeebhoy Goolam Hoosen.

FOR YOKOHAMA.

Socotra s—100 bales cotton, W Nicol and Co.

VESSELS IN BOMBAY HARBOUR.

FOR LONDON VIA CANAL.

996 Autocrat (s), White—Killick, Nixon & Co.
1834 Deccan (s), Gadey—Mails, 8th May.
1266 Glengyle (s), Kayll—Finlay, Muir & Co.

FOR LIVERPOOL.

1271 Aldergrove, Fullerton—M. Nusserwanjee.
1400 Britannia, Hamilton—W. Nicol & Co.
1200 Cape Comorin, Haswell—W. & A. Graham & Co.
1194 Centurion, Widdicombe—Gaddum & Co.
1558 Circassian, Clarke—Ewart, Latham & Co.
1778 Flying Venus, Robertson—Edward Bates & Co.
1118 Helen Scott, Parsons—Ritchie, Steuart & Co.
1400 Khersonese, Chapman—Sir C. Forbes & Co.
1039 Khorasan, Connell—Killick, Nixon & Co.
1705 Persia, Duncan—Sir C. Forbes & Co.
1059 Philosopher, Evans—W. & A. Graham & Co.
1490 Prince Fredrick, Clague—Killick, Nixon & Co.
1342 Trinacria (s), Hutchison—W. & A. Graham & Co.
1502 Turkish Empire, Adamson—Sir Charles Forbes & Co.
1022 Vixen (s), O'Keefe—D. Sassoon & Co.

FOR LIVERPOOL OR HAVRE.

1385 Sierra Morena, Kennedy—W. Nicol & Co.

FOR LIVERPOOL VIA CANAL.

865 Boadicia (s), Smith—N. Manockjee & Co.
1157 Monte Moro (s), Irving—Finlay, Muir & Co.
916 Spartan (s), Cooper—Killick, Nixon & Co.
821 Virginnia Schilizi (s), Anderson—Finlay, Muir & Co.
1097 Zampa (s), Lawson—Ewart, Latham & Co.

FOR FALMOUTH.

1198 Cartvale, Taylor—Sir Chas. Forbes & Co.
851 Lauderdale, Bice—Sir Chas. Forbes & Co.
782 St. Andrew, Dick—Gaddum & Co.
281 Wild Wave, Batchelor—W. Nicol & Co.

FOR DUNKERQUE.

1128 River Nith, Fisher—Knoop & Co.

FOR ABERDEEN.

1047 Dinapore, Yexley—Edward Bates & Co.

FOR UNITED KINGDOM OR CONTINENT.

1232 Bargany, Wood—Finlay, Muir & Co.
1207 Lady Lisgar, Hughes—Wallace & Co.
831 Ottawa (s), Thompson—Walkart Brothers.
1153 Seringapatam, Carrey—Wallace & Co.
1443 Windsor, Reaume—Finlay, Muir & Co.

FOR HAVRE

1399 A. S. Davis, Ford—Farnham & Co.
1276 Benefactress, Moddrell—Finlay Muir & Co.
1030 Bergen (s), Bue W. Nicol & Co.
1332 Bulwark, Seaton—Ritchie, Steuart & Co.
1332 Phineas Pendleton, Nicholls—Farnham & Co.
1572 Valiant, Durham—W. Nicol & Co.
Vingorla (s), Sayers—B. I. S. N. Co.

FOR GENOA.

1391 Batavia (s), Crocco—C. Grondona.

FOR DUNKIRK.

1296 Galatea (s), Baker—Sir Charles Forbes & Co.

FOR MARSEILLES.

996 Consett (s), Whittaker—Sir C. Forbes & Co.
1017 Cosmopolitan (s), Hitcham.

FOR TRIESTE.

1311 Minerva (s)—Austrian Lloyd's Co.

FOR NEW YORK.

752 Annie Lorway, Gales—Wallace & Co.

FOR CALCUTTA.

534 Bushire Merchant, McGregor.
1240 Socotra (s), Starratt—B. I. S. N. Co.

FOR AUSTRALIA.

1253 Golconda (s), Anderson—P. & O. Co.

FOR MOULMEIN.

934 St. Bernard, Tallock—S. Tyabjee & Co.

FOR HONGKONG.

1671 Thibet (s), Eastley—Mail, 15th May.

FOR PERSIAN GULF.

261 Coconada (s), Morris—B I. S N. Co.
1707 Koina (s), Morrison—Essa bin Califa.
548 Mula (s), Deert—Essa bin Califa.

FOR KURRACHEE.

1022 Zante (s), Fox—Ritchie, Steuart Co.

FOR BREMERHAVEN.

626 Wall's Castle, Brown—The Captain.

FOR MOZAMBIQUE.

51 Algofar, Nacoda.

NOT FIXED.

1164 Alpine, Dodds—Finlay, Muir & Co.
1848 Ashgrove, McFarlane.
1258 Ambassador, Williamson—Wallace & Co.
1289 British Army, Wilkinson—R. Steuart & Co.
1427 Breadalbane, Cowell—Finlay, Muir & Co.
152 Curlew (s), Gunderson.
1457 Erns Star, McFee
101 Ellen Bates, Thornton—Edward Bates & Co.
668 Electra, Thomson.
1185 Geelong (s), Fraser—P. & O. Co.
1300 Hooghly, Seiders.
1695 Hospodar, Whitmore—Knoop & Co.
378 Iona, Kilgour.
1514 Kashgar (s), Baker—P. & O. Co.
1470 Knight Companion, Roach—Sir C. Forbes & Co.
1299 Lady Dufferin, Fea.
1395 Lucy A. Nickels—Nickels.
712 Maitland, Pope.
1243 Mary Stenhouse, Hedgcock—Edward Bates & Co.
899 Marlborough, Sampson.
1139 Marathon, Jones—Finlay, Muir & Co.
158 Mudlark (s), Greig
1836 Princess Alexandra, Ratt—Finlay, Muir & Co.
158 Snipe (s), Forman.
1496 Stornaway, Storm—W. Nicol & Co.
1149 Sulina, Starkey—Killick, Nixon & Co.
1102 Seaforth, Crawley, Finlay, Muir & Co.
495 Umballa, Turner—B. I. S. N. Co.
1150 Winona, Bray—Farnham Co.
1236 William McGilvery, Nickels.

COUNTRY TRADERS

1155 Futtay Mobaruck, Nacoda.
611 Mount Stuart Elphinstone, Inglis—M. Nusserwanjee.

ROYAL NAVY AND BOMBAY MARINE.

874 Abyssinia (s) 4, James—[Harbour Defence.]
1081 Daphne (s) 5, Foote.
Himalaya (s), Grant.
533 Kwangtung (s) 6, Powell.
1107 Magdala (s) 4, Palmer—[Harbour Defence.]
Rifleman (s) 4, Clayton.

METEOROLOGICAL OBSERVATIONS.

GOVERNMENT OBSERVATORY, COLABA.

BOMBAY, 3rd May 1876.

Means of observations taken at 6 a.m., 10 a.m., 2½ p.m., 4 p.m. and 10 p.m.

Barometer corrected 32 deg. Fah	29·736
Temperature of the Air	84·1
Wet Bulb Thermometer	78·1
Dew Point	76·0
Relative humidity of Air	·771
Extent of cloudy sky (the whole sky clouded=8)	5·6
Maximum temperature of air (read at 9-30 a.m. on following day)	88·8
Minimum do. do	80·4
General Direction of wind	SW, SSW, SW, W, WNW, W.
Movement of wind in 24 hours	176

MILITARY INTELLIGENCE.

ARRIVALS.—MAY 1.

McCausland, Major, Bombay R A, on leave, from Baroda.

MAY 2.

Simpson, Lieut, Bombay 21st Regt N I, from leave, from Mahableshwur.

MAY 4.

Blance, Surg Major, Bombay Medl Dept, on duty, from Poona.

BOMBAY ARMY ORDERS.

BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF.
Adjutant General's Office, Head Quarters,
Poona, 3rd May 1876.

With reference to para 141, section 18, Bombay Army Regulations, it is notified that officers Comdg N I Regts will be held personally responsible that no unseasoned wood or other improper material is used in the construction or repair of their Lines.

2 The Final Survey Committee will invariably note on its proceedings the description of timber and other materials used in construction.

Referring to G O C No 117 of 1st March last, it is intimated that, that order applies equally to the chargers of Officers of the Division, District and Brigade Staff.

Under instructions from the Horse Guards, War Office, it is intimated that Capt C F B Grey, No 5 Batty 6th Bde, has been appointed to the Depot Bde R A.

Lt D F Downing, 6th Bde, has been transferred to F Batty 4th Bde R A.

Lt G F A Norton, 22nd Bde, has been transferred to E Batty 4th Bde R A.

Lieut T V W Phillips, 6th Bde, has been transferred to the 3rd Bde R A.

Lieut G E A Woods, 4th Bde, has been transferred to the 22nd Bde R A.

The C-in-C is pleased to make the following appointment:—

7th Regt N I—Major E Cunningham, Staff Corps, to officiate as Wing Officer, with effect from 15th ultimo, vice Major Wilson, proceeding on Furlough.

The undermentioned officers have leave of absence:—

11th Hussars—Paymaster (Major) J A Dyer, to England, per P and O Steamer, from date of embarkation, to appear before a medical board.

Royal Horse Arty—Veterinary Surgeon W H Kemp, (C Bde) from the 6th April 1876 to 5th Oct 1876, in England, on medical certificate.

Royal Arty—Lieut D F Downing (4th Bde) from 1st April 1876 to 30th June 1876, in England, on private affairs.

7th Foot (2nd Battalion)—Lieut G F Thunder, to Mahableshwar and Poona, from date of departure, for six months, on private affairs.

68th Foot—Capt A L Woodland, to Bombay, from date of departure, for 20 days, on medical certificate, preparatory to obtaining a final certificate to Europe.

108th Foot—Major H C Macdonald, to England, per Troopship, from date of embarkation, to appear before a medical board. Fit for duty with Troops.

Staff Corps—Capt W H Yates, (Qr Mr 7th N I) to remain at Matheran, from 19th April to 18th May 1876, on medical certificate in extension.

Capt F B Blanshard, Qr Mr 15th N I, to Cashmere and the Himalayas, from date of departure, for six months, on private affairs, under rule XXV of the Furlough Regulations of 1868.

Indian Medical Dept—Surg H P Roberts, M B, in medical charge 9th N I, to Mahableshwar, from date of departure, for thirty days, on medical certificate.

BOMBAY GOVERNMENT ORDERS.

BY THE HONOURABLE THE GOVERNOR IN COUNCIL.
(*Bombay Government Gazette*, May 4.)

MILITARY DEPARTMENT.

Bgdr Genl T Wright, C B, Comdg Hyderabad Contingent, is allowed furlough to Europe for six months, on medical certificate, under the terms of G O G I No 952 of 1861.

Depy Surgn-Genl G G W Maitland, F R C S, Bom Medl Est, is allowed furlough to Europe for six months, on medical certificate, under the Furlough Regulations of 1854.

Depy Surgn-Genl S H Fasson, M D, British Medl Est, is allowed furlough to Europe for six months, on medical certificate, under the provisions of G G O No 737 of 1872.

In continuation of G O No 302, of the 22nd April 1876, the undermentioned Officer of the Bombay Army is permitted to retire from the Service, from the date specified, under the provisions of G G O No 22, dated 10th Jan 1874:—

Col R M Westropp, Infantry, Ordinary Pension £456-5, Annuity £669-12, date of retirement 24th April 1876, to be paid in England.

In continuation of G O No 321, of this date, the undermentioned Officer of the Bombay Army is permitted to retire from the Service, from the date specified, under the provisions of G G O No 22, dated 10th Jan 1876.

Col G E Ashburner, Infantry, Ordinary Pension £456-5, Capitalized Value of Annuity £6,742, date of retirement 26th April 1876, to be paid in England.

Col M J Brander, B S C, is allowed to proceed to Europe, on medical certificate, under the Furlough Regulations of 1868, in anticipation of the furlough which will be granted to him by the Govt of his own Presidency.

Surgn-Maj J T D Mackenzie Senior Surgn, Jamsetjee Jejeebhoy hospital, is allowed furlough to Europe for two years, on medical certificate, under Rule 14, Clause 2, of the revised Furlough Regulations of 1868.

Capt A Dobbs of the Mad S C, to be Capt in the G I P Railway Volunteer Rifle Corps, vice Capt C W Dewey, resigned.

In continuation of G O No 322, of 28th April last, the undermentioned Officer of the Bombay Army is permitted to retire from the Service, from the date specified, under the provisions of G G O N 22, dated 10th Jan 1876:—

Lt-Col R Burd, S C, Ordinary Pension £265, Annuity £205-10, date of retirement 1st May 1876, to be paid in England.

POLITICAL DEPARTMENT.

Asst Surgn Abdul Karim Lukmanji resumed charge of the Wadhwan Station Dispensary on the 15th ultimo, after office hours.

Capt W F F Waller, V C, Second-in-Comd, Sawant Wari Local Corps, and ex-officio Asst to the Political Supt, Sawant Wari, has been allowed subsidiary leave for one month, with effect from the 31st March last.

Lt J W Wray assumed charge of his duties as Actg Second-in-Comd, Sawant Wari Local Corps, and ex-officio Asst to the Political Supt, Sawant Wari, on the 19th ultimo, during office hours.

JUDICIAL DEPARTMENT.

H E the Govr in Council is pleased to appoint Mr Nanabha Haridas to act as a Judge of H M's High Court of Judicature at Bombay from 22nd May 1876 during the absence of the Hon Mr Justice West, or until further orders.

Messrs J A Baines and H F Aston respectively delivered over and received charge of the Office of Asst Judge of Surat on the 12th inst, after office hours.

Mr H J Parsons, Actg Asst Judge and Sessions Judge of Satara, is allowed furlough to England for eighteen months from 18th May next or such subsequent date in May as he may avail himself of it. He is also allowed preparatory leave for four days.

Mr J W Walker resumed charge of his appointment of Actg Asst Judge at Ahmedabad on 19th April 1876, before office hours.

Capt A B Portman to be Dist Supt of the B B and C I Railway Police.

Maj W T Brown to be Dist Supt of Police in the Tanna Dist, but to continue to act as Dist Supt of Police in the Surat Dist until 1st Nov next, or until further orders.

Lt-Col J Gordon to be Cant Mag at Deesa, vice Col Hathway, retired: Lt-Col Britten continuing to act as Cant Mag at Deesa until further orders.

Maj A T Spens to be Cant Mag, Kurrachee, but to continue at Poona as Asst Cant Mag until further orders.

Capt T Trueman to be Asst Cant Mag at Poona, but to continue at Kurrachee as substantive pro tem Cant Mag until further orders.

Mr Gangadhar Vishwanath, Registrar of the Court of Small Causes at Poona, was, in addition to his own duties, in charge of the current duties of that Court from 8th Feb to 22nd March 1876, both days inclusive.

Surgn J Davidson to act as Supt of the Yerroda Central Jail until the date on which Surgn Salaman takes over charge of the Office, or until further orders.

Maj F J T Ross, First Class Depy Collr, Kurrachee, has been placed in charge of the Court of Small Causes at Kurrachee until Mr Foxton's arrival, or until further orders.

Mr H J H Henderson, Asst Supt of Police, Kurrachee, was in charge of the Office of the Supt of Police, Kurrachee, from 27th Oct to 21st Nov 1875, both days inclusive, during the absence of Capt Wise on special duty in Bombay.

Rao Saheb Kasinath Ramchundra to be second class, second grade, Subordinate Judge at Hubli, in the Dharwar Dist.

Rao Saheb Dhondo Janardan to be second class, third grade, Subordinate Judge at Gadag, in the Dharwar Dist.

REVENUE DEPARTMENT.

Mr F L Goldsmid to be substantive fourth grade Depy Collr, vice Mr Mahadaji Wasudev Barvey, transferred to the Political Dept.

Mr Bapu Purshotum is confirmed as fifth grade Depy Collr.

Mr H K Disney, Asst Supt, Poona and Nasik Survey, having returned to his duties on the 15th April 1876, the unavailed portion of the forty days' leave granted to him by Govt Notification dated 28th idem is cancelled.

Mr F De Souza, Asst Supt, Guzerat Revenue Survey, is promoted to the second grade of Asst Supt, with effect from the 14th March last.

H E the Govr in Council is pleased to make the following arrangements with effect from 7th June 1876:—

Mr A T Crawford to act, until further orders, as Collr and Mag of the Dist of Ratnagiri.

Mr G W Elliot to act, until further orders, as Collr and Mag of the Dist of Colaba, and Political Agent, Colaba.

On Mr W Woodward handing over charge of the office of Collr and Mag of Ratnagiri, he will act as First Asst Collr, Nasik, during the absence of Mr J H Grant, or till further orders.

Mr F L Charles, on being relieved by Mr Woodward, to revert to his appointment as Actg Second Asst Collr, Nasik, during the absence of Mr T D Mackenzie, or till further orders, and Mr H R Cooke to his appointment of Supernumerary Asst Collr, Nassik.

GENERAL DEPARTMENT.

Mr H P St G Tucker is permitted to resign H M's Covenanted Civil Service on the Bombay Est from the 13th May 1876.

The services of Surgn W Gray have been placed at the disposal of H E the C-in C from the 23rd Feb last.

The services of Surgn Maj E H R Langley have been placed at the disposal of H E the C-in-C from the 26th ultimo.

Surgs-Maj E H R Langley and L S Bruce respectively delivered over and received charge of the duties of the Presidency Surgn, Second Dist, on the 26th ultimo, before office hours.

Lt-Col W W Goodfellow, R E, received charge of the Office of the Ex Engr, Poona and Kirkee, from Colonel A U H Finch, R E, on the afternoon of the 29th March 1876, and not on the 10th April, 1876, as previously notified.

Mr Kassinath Ramchunder Godbole is promoted to be temporary Asst Engr, first grade, from the 10th April, vice Lt Beauclerk, R E, transferred to the Accounts Branch.

PUBLIC WORKS DEPARTMENT.

Mr W F O'Donoghue joined his appointment of Offg Examiner of Guaranteed Railway Accounts in the forenoon of the 24th April 1876.

NOTIFICATIONS BY THE REVENUE AND POLICE COMMISSIONERS.

Mr A C Trevor, First Asst Collr, Broach, is allowed privilege leave of absence for one month from the 7th May 1876, under Chapter VI, Sec 22, of the Civil Leave Code.

Mr A Steward received charge from the Collr, Mr Grey, of the Office of First Asst Col'r and Mag, first class, Belgaum, on the 10th inst, in the afternoon.

Messrs C Blathwait and J E Oliphant respectively delivered over and received charge of the Office of Collr and Dist Mag, Ahmednagar, on the 24th inst, in the forenoon.

NOTIFICATION BY THE COLLECTOR OF BELGAUM.

Mr H F Silcock, Supernumerary Asst Collr, Belgaum, is allowed one month's Examination leave from 19th April 1876, under Sec 13, Civil Leave Code.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES, THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

EUROPE.

DEATH.

ROBERTSON—April 5th, at Glasgow, James Robertson, C. E., formerly of the G. I. P. Railway, Nagpore.

OTHER PRESIDENCIES.

BIRTHS.

BREMNER—April 22nd, at Howrah, No. 7, Grand Trunk Road, Mrs. C. Scott Bremner, of a son.

WILCOX—April 29th, at Roorkee, the wife of Major E. R. C. Wilcox, B. S. C., of a son.

DEATHS.

CORNELIUS—April 27th, at Chandernagore, Cordelia Domitilla, widow of Charles Cornelius, late of Calcutta, aged 75 years, 11 months and 15 days.

CAMPBELL—April 26th, at Murree, Ronald Patrick, son of Major R. B. Campbell "Queen's Own" Corps of Guides, aged 5 months.

MR. E. M. WALTON,
SURGEON DENTIST,
12, RAMPART ROW.

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette.

FRIDAY, MAY 5, 1876.

THE state of the Bombay Port Trust has become so desperate that we are not surprised to hear it is now engaging the anxious attention of more important personages than the local authorities of Bombay. It has become clear, we believe, to the Government of India that the Trust cannot continue to exist on its present footing, while grave doubts are entertained if the proposal favoured by the Port Trustees themselves, to improve their prospects by cancelling a large proportion of the interest bearing debt created by the purchase of the Elphinstone property, would meet the difficulty. For the deficit in the Trust's income, far from growing less, increases steadily from year to year; and, unless some means can be found of making the estate more productive, the capital it represents may gradually be reduced by the State, to enable the Trustees to pay their way, till nothing of it is left. The deficit amounted to Rs. 90,000 in 1874-75, it rose to over a lakh of rupees in 1875-76, for the current year it is estimated at Rs. 1,50,000, and no one can foretell what amount it will ultimately reach. A vague notion prevails, and is cherished by some of the Trustees, that, as soon as the Dock is completed, the condition of the Port Trust property will be changed as if by magic; that the whole trade of the Port will we attracted to the Dock and surrounding wharves, and that the reclaimed land, now almost valueless, will be leased at very high rents to dealers in all sorts of merchandise. We do not, for our own part, pay much heed to the prophecies of critics who affirm that the Dock, when constructed, will be inaccessible to large ships on account of the silting up of the harbour along the foreshore. We have great faith in Mr. Ormiston's prudence and energy; and, as he has declared that he will be able to keep the channel to the Dock open at a comparatively small annual cost, we believe that what he has undertaken to do can be done and will be done. But it seems to us by no means so certain a matter that ships will enter the Dock in sufficient numbers, or under engagements to pay a sufficiently high scale of fees for discharging and taking in cargo, to make the enterprise financially successful. At present, the Port Trust Bunders are exposed to the competition of all the Bunders belonging to private companies from Mazagon to Colaba, and, although they secure a considerable share of the landing and shipping trade, the Trustees have found themselves forced to reduce rates in order to prevent the trade from going elsewhere, till it is a fact, we are assured, that the estate yields less revenue now than it did in the old days of the Elphinstone Company. Now, is it probable that the competition which has already brought about these results will be paralyzed by the opening of the new Dock now in course of construction? Certain private bunders are now preferred to those of the Port Trust for landing, shipping, and storing various kinds of goods, not only because in some cases the sites happen to be more convenient, but because the shareholders of the Companies possessing foreshore rights are influential men largely interested in trade, and frequently have the power of determining what particular part of the foreshore shall have the custom of a ship arriving in the Harbour. The proprietors of the Sassoon Dock have only succeeded after an arduous struggle in overcoming the vehement opposition made by merchants who had other interests to serve to the unloading of ships in the Sassoon Dock; and possibly they would have been beaten but for the extent of their connection with shipowners in England. But the Port Trustees are not merchants or traders, and it is difficult to understand what they could do if all the proprietors of private Docks and Bunders were to enter into a combination to keep ships from entering the Prince's Dock.

No doubt, the Trustees, backed as they are with all the resources of the State, could ruin the private proprietors by throwing their Dock open without charge for the use of the shipping, but competition carried to this extreme would be contrary to public policy, and the Government of India has already expressed its determination not to make use of the power it has at command in order to crush private enterprise. How, then, escape from the dilemma in which it has been placed by the purchase of the Elphinstone property? The obvious answer to this question is that the State must go a good deal further and buy up all the foreshore properties. Many years ago, when the Government of Bombay was recklessly making concessions of foreshore rights to all manner of speculators, we urged that in the public interest the control of the whole foreshore ought to have been retained in the hands of the State. This opinion was subsequently adopted in theory by Sir Seymour Fitzgerald's Government, which recommended that the Elphinstone Company's property should be bought on the ground that the State would thus become the undisputed master of the only valuable portions of the foreshore. The Government of India, putting faith in these misrepresentations, gave its sanction to a bargain which has hitherto been of no advantage to anybody but the holders of Elphinstone shares, and which promises to remain a costly burden to the State. The policy of buying more land is not likely, we confess, to find much favour in Bombay as a remedy for the mistake already committed; but we know of no other way out of the difficulty. In the present depressed condition of foreshore property, it is probable that all the Bunders, including the Sassoon Dock, might be acquired at reasonable prices, and, once in possession of the whole foreshore, the Port Trust ought to be able greatly to reduce expenditure, as well as to provide largely increased facilities for trade by assigning suitable localities for the accommodation of different descriptions of merchandize, instead of having supplies of one kind of goods scattered about various bunders from Mazagon to Colaba. Business would be transacted more cheaply and quickly, and merchants would cease to grudge paying for the support of a Board of Trustees which would then be able to give them something in return for their money. We have thrown out these crude suggestions in the hope that some men of mercantile experience may take the matter up and see if the scheme of extricating the Port Trust from its troubles by committing to it the charge of the whole foreshore can be fairly worked out. If it be practicable, the Government would do well to lose no time in adopting it.

THE ills that human flesh is heir to are nearly innumerable, and some evil spirit or other always seems to be taking a grim delight in making poor human beings as uncomfortable as it can make them. We have no desire to frighten the inhabitants of Bombay, but it is just as well to let them know that the health authorities are at present a little anxious about the news from the Persian Gulf and the Gulf of Oman. Since the time when the Egyptians were scourged with plagues because they opposed the exodus of the Israelites, the East has been the birthplace and the home of plagues; and the terrible disease which is now known definitely as *the* plague has been raging with more or less virulence in Persia and Mesopotamia for the last two years and has travelled to a point so near the Levant, whence, in consequence of the commerce that exists with England and the southern parts of the Continent of Europe, it may easily find its way to these places, that the home papers have already published notes of warning on the subject. Although the English journals congratulate themselves that the great improvements in sanitation which are one of the characteristics of nineteenth century activity will now probably prevent the plague from obtaining a foothold in the British Isles, yet there is an undefined fear that in spite of all such schemes of enlightenment it may become a serious scourge. We do not think that the people of England have so much cause to fear as the people of India, because they are a long way from the home of the disease, while India is comparatively near it and possesses in the heat of the climate and the poor physique of the inhabitants more vital inducements to attack by a virulent contagious epidemic. Moreover, the plague appears to be slowly but surely working its way down the Persian Gulf, and we believe that news has been received in Bombay that it has now appeared in Muscat. Muscat is in constant communication with Bombay, and there seems to be a possibility—we do not say a probability, because we hope and think there is not—that some of the Arabs employed in the country craft may bring the disease to this port as well as their merchandise. The Health Officer and the Harbour authorities have been apprised of the fact, and, though we understand that the examination of ships arriving in this harbour from foreign ports is not quite so satisfactory as it ought to be, we have little doubt that every human precaution will now be taken to keep the scourge at a distance. At present we believe there is no cause for alarm; but perhaps, in order to make assurance doubly sure, it may be as well to place all vessels in quarantine that hail from plague-stricken spots either on the Persian Gulf or the Gulf of Oman. The type of plague that has appeared on the Persian Gulf is what is known as the Black Plague, which, since the time it was ordained to come into existence, has put a vast amount of mortality to its credit. Surely, when Bombay has just recovered from a severe epidemic of small-pox, the Fates may well spare her a visit from the Black Plague. What the plague can do, when it is appointed Prime Minister of the Angel of Death, may be learned by unimaginative persons from one or two instances that have occurred within the last century. In 1792 it carried off in Egypt nearly a million of people; in 1799, it destroyed 247,000 people in Fez, and occasioned a daily mortality of 3,000 among the inhabitants of the Barbary Coast; in 1812, it destroyed 160,000 people in Constantinople, and in the following year 5,000 in Malta; in 1825 it carried off 30,000 in Cairo, and nine years afterwards reappeared throughout Egypt with terrible fatality; and in its favourite haunts in Persia and Mesopotamia it has never ceased to play an active part in keeping down the population.

IT may interest members of the Corporation of Bombay who have taken an interest in the recent discussion about Mr. Manning's proposed appointment as agent to inspect the new water mains at a commission of two per cent., to know that the total charges, including resident inspection, made by Mr. M'Conochie for supervising the Port Trust dredging plant, which is somewhat more intricate than water mains, will be *under one per cent.*

ENGLISH POLITICAL AND SOCIAL LETTER.

(FROM OUR OWN CORRESPONDENT.)

LONDON, 14TH APRIL.

PARLIAMENT has risen for the Easter recess. A review of its labours since the opening in February does not produce a very profound feeling of satisfaction either with its labours or its projects, and if one may judge by the comments in the clubs and in society, the friends of the Ministry as well as their political opponents regard Mr. Disraeli as having experienced a weakened reputation. The House of Commons has talked a great deal, and it has sat till unusually late hours for the pre-Easter period of the session, but very little actual work has been accomplished. Of the 37 Bills introduced by the Government in February, eleven have been read a third time, but none of them have been measures of first importance, save two, the Money Bill for buying the Suez shares, and the Royal Titles Bill, and the last named was the only proposal of the number that met with any genuine opposition. I believe that not more than five of the Private Members' Bills have passed the final ordeal, and at the present moment there are 70 measures standing for the second reading. The Government have, however, made good progress with supply, and, judging by the estimates, the voting of money seems with Mr. Disraeli to be one of the first duties of a Premier; at any rate, he is far more in advance with supply than with his proposals for legislation. After the Royal Titles Bill, perhaps even worse than that measure as an obstacle to progress, has been the Merchant Shipping Bill. The Ministry led off the work of the session with that measure, and though last year's experience was supposed to have smoothed the way for it they have found to their cost that it is so full of detail, and the subject so much better understood by private members than by themselves, that it is doubtful whether it will pass the second reading before Whitsuntide. How can a Ministry composed of country gentlemen be expected, to grapple with a technical subject relating to commerce? They may deal with it upon general principles, or according to profound theories, but proposals resting upon such a basis are rudely set aside by the experience of the shipping interest in Parliament, and by the Plimsoll wing which, in the interest of the seaman, clashes with both Government and shipowner alike. The department, too, which has this Bill in hand is essentially weak for such a purpose. Its permanent officials—those at any rate responsible for this Bill—are old men of limited vision, who object to reforms of any kind that would disturb the even tenor of their way. And those who conduct the Bill in Parliament seem to have no more comprehension of some of its provisions than a school boy. Thirteen clauses have been gone through, but the most vital of the number have been left over for further consideration, and there are 20 pages of amendments to be struggled through. Sir C. Adderley has a good stolid *physique*, but if this Bill does not drive that poor man into a lunatic asylum I shall be very much surprised. Last year Mr. Cavendish Bentinck proved to be of so little use to the President of the Board of Trade in the conduct of the Merchant Shipping Bill that he was shelved to the post of Judge Advocate General, and Mr. Stanhope appointed in his place; but Mr. Stanhope has been unwell, and therefore unable to give his chief any substantial assistance. The Valuation Bill, too, is likely to meet with many obstacles. True, it will find good pilotage in the hands of Mr. Sclater Booth, and a deal of the opposition will be disarmed by the fact that the most unpopular proposals in the Bill are taken from a measure that was introduced by the Liberals three years ago, but the country is agitating and petitioning, and though little may come of all this pother so far as regards any actual alterations in the clauses, more time will be lost in pushing the Bill through Parliament than was generally expected. A far greater breeze will set in over the University Bill. The debates in the Lords have shown how strongly clerical are its proposals, and the Liberals intend to unite with the Nonconformists in giving it their opposition. Slow, therefore, as the progress of the Government measures have been in the past, there is not much prospect of a rapid improvement in the future. The whole of the Ministry, from Mr. Disraeli downwards, save possibly the Home Society and the Chancellor of the Exchequer, lack that knowledge and control of detail which is pre-eminent on the front Opposition Bench, and which is so essential in the conduct of a great Bill like that for dealing with Merchants Shipping, or the Oxford University. No matter what the subject may be, this primary weakness of the Ministry shows itself in every measure of more than a dozen clauses.

The blunders of the Government have not been in matters of detail only, but also in matters of policy. I have but to refer to their Titles Bill, to their Slavery Circular, and notably to their maintenance of the second circular after they had appointed a Commission to decide upon its legality, [illegible] declaration of *non possumus* to Mr. [illegible] motion on the Burial Laws [illegible] great tactical blunder, [illegible] does, for a certain [illegible] the issue can be fairly laid before the country. The Archbishop of Canterbury sees this, and at his instigation Lord Granville is to introduce a resolution on the subject in the House of Lords between Easter and Whitsuntide. The Archbishop is in favour of concessions to the Nonconformists, and he hopes by a debate in the Lords to pave the way for the Government to take the matter out of the hands of the Dissenters, and legislate upon it before it is too late to secure to the Church control over the parish grave-yards. Earl Granville will help the Archbishop, though for a different reason—more in the interest of the Nonconformists, and equally with the object of making a good party move. If Mr. Fawcett can get his motion on, we shall also hear again of the Titles Bill. But I doubt whether this will come to pass. The Ministers seem to be growing indifferent to the opposition which this Bill has aroused. They take refuge in the fact that the measure will be acceptable to the Queen, and they are so far behind hand with their programme that they are not likely to afford the member for Hackney any facilities for bringing the discussion on. For reasons that I pointed out last week the Opposition leaders are also disinclined to give Mr. Fawcett any encouragement. Why should they run the risk of increasing the majority against them?

But though the Government have blundered, as I have endeavoured to show, they can afford to blunder. The work of the Opposition has been equally unsatisfactory. More than once the leadership has been disturbed by that clever Quixotic man, Mr. Gladstone. Little plans have been arranged upon the front bench, but the sudden appearance of Mr. Gladstone has disconcerted them. His ability and his power as a debater tower so far above the qualifications of every other man in the House, that once he takes part in a debate he, and not Lord Hartington, is regarded as the leader. This is very unfortunate for the Marquis, but it is one of the penalties of mediocrity. It may, however, be truly said of Lord Hartington that he has done better than most persons expected, and that he has not led his party into any serious blunder. The Radicals complain, and with some truth, that he is too moderate, and that he lacks courage. He has left to private members much of the work which he, as leader, should have taken in hand himself. Mr. Whitbread, for instance, was left to make the motion against the slavery circular; the resolution challenging the extravagance of the Government is entrusted to Mr. P. Rylands, the Vaguard blunder is left to the censure of Mr. Seeley, and in the case of the Royal Titles Bill it was not till he had failed to get a private member of moderate views to take the subject in hand, that Lord Hartington tabled a motion of his own. The subjects to which I have just referred are all party motions, and Lord Hartington supports them, but to have secured the full confidence of his followers he should have led off with them. He does not respond to the tail of his party like Mr. Gladstone, and hence the Extreme Left of the Opposition is sighing for the return of their old leader. Mr Gladstone has attended the debates with a good deal of frequency, he is in robust health, and in reply to enquiries he has dropped remarks that have inspired hopes of his once more taking the reins in hand. As to the Home Rulers, though they are on better terms with the Scotch and English Liberals than they were last session, there is no close alliance between them. The Home Rule leader, Mr. Butt, happens to be more moderate than most of his followers, and he often draws them into closer union with the Front Opposition bench than they really like to go, but, if ever Mr. Disraeli should resolve on the supreme stroke of making Mr. Butt a judge, the Home Rule alliance will be immediately knocked on the head. And such an appointment is by no means improbable. Mr. Butt is a needy man, and he is an able lawyer, and knowing exactly the depth, or rather the shallowness of Irish demands and of Irish grievances, he would be of great service in the administration of the law in Dublin.

The Egyptian affair is still in an unsettled state. Since I last wrote it has transpired that the movement on the part of certain French financiers, with the assistance of the French Government, to help the Khedive was really designed to save the capital of the holders of Egyptian Treasury bills. It was a private speculation in the interest of those who were concerned in the floating debt. The English representatives in Egypt have induced the Khedive to throw that proposal overboard, and, though I have no official knowledge of the subject, there is good reason for believing that a genuine endeavour is now being made to carry out a consolidation scheme similar to that recommended in the respective reports of Mr. Cave and Sir George Elliot. The timidity of our own Government is the chief obstacle to the Khedive's plan, and I know that twenty-four years ago it was all but certain that Egyptian finance would be taken in hand by Sir George Elliot. The recent interview between Lord Derby and the Duc Decazes is believed to have led to a joint understanding that the two Governments shall not act in opposition to each other's interest. Last week there was a fear that this would have been done, and that Egypt would have been thrown more certainly than ever into the arms of France. For the moment this fear has subsided, and everybody is awaiting the issue of negociations which are now going on at Cairo. The deferment of interest announced by the Egyptian Government a few days ago has still further depressed Egyptian stocks, and given the *Times* another opportunity for "bearing" them. The *Pall Mall Gazette* continues to take up cudgels for the Khedive, and the city editor of the Thunderer comes under the daily lash of the leading evening journal. It is very remarkable that the city editor of the *Times* was, till Mr. Sampson's collapse, the city editor of the *Pall Mall Gazette*. Writing of city matters I may mention that the present is an excellent time for bringing out the Indian loan, which has been so long expected. I must, however, leave that subject to be treated by your commercial correspondent.

There is to be a great *soiree* of the Royal Geographical Society at South Kensington, on the 17th May. The Prince of Wales and the members of his suite while he was in India will be the principal guests, and a collection of presents made to the Prince will be displayed in the galleries of the India Museum, for the first time. It is also expected that Sir Salar Jung and his suite will be present. Sir Salar is to be lodged at Stafford House, the town residence of the Duke of Sutherland, and one of the four finest mansions in the metropolis. Most of the animals brought over for the Prince of Wales in the Malabar have been sent to Sandringham. The larger convoy, which has not yet arrived, will in the first instance be housed at the Zoological Gardens, and a large tent has already been erected for their accommodation. Some of the number will then be sent to Sandringham, but many will be placed in the permanent buildings at the Zoo.

A thrilling statement has appeared in some of the papers to the effect that Lord Aylesford is in active pursuit of Lord Blandford,—apparently with whip in one hand and pistol in the other,—at various places on the Continent. There is not a word of truth in this story. One can hardly expect that friendship has [illegible] restored between them, but it is [illegible] whether their grievance will be taken [illegible] as the Divorce Court. Society is, however, talking of a tremendous scandal which is to be made public in that arena. The respondent is a lady of title and there are no fewer than fifteen co-respondents. The lady protests against her name being publicly associated with so large a number of admirers, and says that if the list is reduced to two she will not bring counter charges against her husband, who is himself the co-respondent in another suit brought by a young peer who married a widow not many years ago. I doubt, therefore, whether the fifteen will appear in the cause list. Ah, me; it's a wicked world!

ENGLISH MILITARY LETTER.

(FROM OUR MILITARY CORRESPONDENT.)

LONDON, 13TH APRIL.

As to-morrow is Good Friday, and it would be detrimental to the interests of religion for a few sorters to be kept at the General Post Office to make up the Indian mail, my letter must be posted a day earlier than usual. As far as military events are concerned the week has been uneventful, but it has been important in its bearing on the future. A week since and it appeared probable that Turkey would come to terms with her rebellious subjects in the Herzegovina, and that the peace of Europe would, at any rate for a time, be secured. These expectations have been disappointed, the insurgents have refused the offered terms and rejected the proposals of Austria, the rebellion is spreading fast, and is extending to Bosnia, there are signs of a general rising, and of a far more extended strife. The Eastern Question which we hoped would be tided over for the present, has assumed a vast importance through the week, and the general opinion among well informed persons is that Russia and Austria will be actively concerned in it ere many weeks. The Bourses throughout Europe, the thermometers of public opinion, have experienced a heavy fall, and the little cloud in the East that was last week no bigger than a man's hand is rising rapidly and threatens to overshadow the whole sky. That Russia has made up her mind to make her great coup this spring is now the opinion of all who have watched her course for the last few months, and if Russia intervenes actively in the struggle, Austria must do the same. It is quite impossible for Austria to stand by inactive while Russia first kills the Turk and then takes possession of his dominions. Austria must either interfere to prevent the murder, or else must join in it and cry halves in the division of the spoil. There is no middle course open to her; and it would be a wise head indeed who could speak confidently at present as to which alternative she will take. Whatever happens there is little probability of England taking any part in the affair one way or another, but the Egyptian question will be of more importance than ever. That England will imitate the example of the Northern Powers, make an end of the Sick Man, and carry off his goods is scarcely upon the cards. The utter breakdown of Egyptian finances is indeed a good and valid [illegible] for an interference. Lord Derby [illegible] having a lengthened interview with the French Foreign Minister, and [illegible] will act cordially together. [illegible] getting mixed, as Artemus Ward [illegible] next fortnight war will break out, [illegible] no saying when it will be drawn into it.

The House [illegible] were two discussions on the [illegible] before the members [illegible] recess. The one [illegible] great [illegible] is one of [illegible] is on one side. [illegible] is imprudent in [illegible] war establishment [illegible] gun shot of the Thames [illegible] march to London is in [illegible] improbable of things; [illegible] possible, and that being [illegible] madness to leave our great [illegible] necessarily fall into the hands [illegible] his arrival at London. If we [illegible] England would have to submit [illegible] an invader might dictate, if he [illegible] himself of the capital, then the [illegible] well remain in its present site. [illegible] however, and, indeed, all Englishmen [illegible] would question the justice of this [illegible] London might be seized perhaps by a [illegible] main, but that would not be conquering [illegible] land. When a capital falls after a long [illegible] and as a consequence of the utter exhaustion of the people, the blow is a fatal one, and the conquered nation lies at the feet of its captor. But it is far otherwise in the case of a nation whose capital, lying in a somewhat exposed position, is captured by a *coup de main* at the very commencement of a war which she is badly prepared. It is very true no doubt for the inhabitants of the capital, for our bankers, merchants and tradesmen would have to pay heavily, but the nation would be able and ready to continue the struggle for a long time. This being the case there is no doubt that the central arsenal of the kingdom should not be so situated as to be necessarily involved in the fall of London. Major Beaumont maintained that a great saving of expense would be effected by the change. This is however somewhat doubtful. Coals and iron are somewhat cheaper in Staffordshire than in London, but the difference is not very great, while on the other hand unskilled labour is cheaper in London than in Staffordshire. Still a saving would no doubt be effected, but this is after all a minor matter to the importance of a central arsenal far removed from London. The new forts which have been built to guard London from an attack by a hostile squadron sailing up the Thames, have rendered Woolwich far more secure than of old, and the supporters of Government were not slow in bringing up these facts as an argument against removal. Still, there is no saying that in case of war our iron clads might escape the vigilance of our cruisers, run up the Thames and, possibly, pass the forts. Our avocation in London would not be pleasant when we heard that she was engaged in shelling Woolwich. This removal of the arsenal from Woolwich is just one of the things which naturally commends itself to the unprejudiced thinker, which is supported by members of the House of Commons when in opposition, and opposed by the Government for the time being, whether Conservative or Radical. As to the abstract rights of the question, all the strength of the argument lies with them who are in favour of a war. There was a debate in the House on the subject of the marines,—complaints of [illegible] showers of promotion, broken faith, etc. upon the side of those who supported the claims of the corps, explanation upon the part of Government that nothing could be done for the marines until the new army plans are brought into effect, for that the marines are really just the same as soldiers and must be treated in the same manner. This is of course sheer nonsense. The service of the marine is of a very different nature from that of the soldier. They are soldiers of course, and those who saw the marine brigade at Dartmoor two years ago would allow that they are excellent troops, equal in drill and discipline to the line; still their duties are so different, they pass so much of their time on board ship, and are under the Admiralty instead of the Horse Guards. Hence there can be really no adequate reason for putting off the settlement of the grievances alleged on the part of the marines, and indeed admitted by Government, until the army is dealt with.

There have been some interesting discussions during the last fortnight upon naval matters. It is admitted now that the British navy is really worthy of the country, but in view of the enormous size of the latest artillery, and the terrible power of the torpedo what is to be the navy of the future? Major Moncrieff would have ironclads plated at and below the waterline only. The gun would be down below, when the crew in case of action would also be stationed entirely out of danger of any fire of the enemy. The guns must be mounted on carriages of Major Moncrieff's well known system, would be laid and aimed down by means of mirrors, would rise to the [illegible] and descend instantly out of danger. [illegible] the waterline would be a [illegible] composed of plates of moderate thickness [illegible] above [illegible] that she was [illegible] of Moncrieff's [illegible] the Italian [illegible] plating was level with the waterline [illegible] four feet below it. The [illegible] water level, and the [illegible] the upper portion [illegible] an ordinary merchant [illegible] the slightest injury [illegible] the system advocated by [illegible] worth a trial. Mr. Barnaby [illegible] of the Navy, considers that [illegible] ships are of first importance [illegible] vessels, then rams, but he admits [illegible] ship cannot possibly be built so as [illegible] from the effects of the torpedo. He [illegible] commends that each ironclad shall be [illegible] in action by a number of small torpedo [illegible] whose duty shall be to keep off the torpedo [illegible] of the enemy during an action, and if [illegible] to sink the enemy's iron clads. The [illegible] ingenious and will no doubt give rise to [illegible] interested discussion.

A STRANGE TALE OF FORGERY, PERJURY AND FELONIOUS CONSPIRACY.

WE are informed that a case of an extraordinary character will probably find its way into the Police Court in a day or two, unless a felony is confounded by a European gentleman concerned in the affair. An official liquidator of one of the notorious old banking concerns of Bombay is in the habit of making inquiries through agents with respect to the means of contributories in order that he may judge whether they are able to satisfy the outstanding claims against them. One of these contributories was a Parsee, who was liable to a claim of Rs. 1,400. One of the agents informed the liquidator that this Parsee was a very poor man and unable to meet in full the Bank's claim against him. This agent then went to the debtor and said that he could arrange to settle the whole debt for Rs. 750 without subjecting him to swear an affidavit that he could not pay the full claim. The Parsee agreed and paid the money to the agent, who then employed a friend of his to appear before a Justice of the Peace to sign the usual affidavit and personate the Parsee debtor, the liquidator having in the meantime been led to believe by his agent that the Parsee was able to pay only Rs. 100 or so. By an accident the fraud was discovered, and the Parsee debtor came forward and said he had never signed any such affidavit as the liquidator showed him. The liquidator's agent thereupon grew frightened and confessed the whole fraud, and offered to pay the full claim of Rs. 1,400 if the liquidator would say nothing about the matter. It remains to be seen whether the liquidator in question will really compound what appears to be a felony.

Holloway's Pills.—Blood to the Head, with Symptoms of Apoplexy.—Holloway's Pills are [illegible] the finest medicine in the world for [illegible] indigestion, in all cases of deranged stomach, determination of blood to the head, biliousness, sick headache, liver complaints which frequently end fatally, by producing apoplexy or paralysis. There is no medicine known that will give such immediate relief as these renowned Pills; [illegible]

Digitized with financial assistance from the Government of Maharashtra on 27 June, 2017

LATEST INTELLIGENCE.

[REUTER'S TELEGRAMS.]

THE BHAMO ESCORT.

RANGOON, 4TH MAY.

The King of Burma has sent a steamer with a Burmese Escort to accompany the British troops who are expected to return to Mandalay about the 25th instant.

THE 2,000 GUINEAS.

LONDON, 3RD MAY.

The race for the 2,000 Guineas Stakes to-day resulted as follows :—

Petrarch	1
Julius Cæsar	2
Glacis	3

THE NEWMARKET SPRING MEETING.

LONDON, 4TH MAY.

The third horse in the race for the Two Thousand Guinea Stakes is *Kaleidoscope*.

THE EMPRESS OF GERMANY.

Her Imperial Majesty the Empress Augusta of Germany has arrived at Windsor Castle on a visit to Her Majesty.

THE EASTERN QUESTION.

VIENNA, 4TH MAY.

Count Andrassy, the Minister of Foreign Affairs, is about to proceed to Berlin in order to confer with Prince Bismarck and Prince Gortschakoff on the Eastern Question.

THE INCOMING MAILS.

ADEN, 4TH MAY.

The Peninsular and Oriental Steam Navigation Company's s.s. Bokhara, with the outward mails of 21st ultimo, left here for Bombay at [illegible] yesterday evening.

LONDON, 3RD MAY.

The Liverpool Cotton Market to-day closed steady.

The London Cotton Market to-day closed very dull.

Fair Dhollera..................... 4 7/16d

Piece Goods—The Manchester Market has been steady.

Payment into the Bank of England.. £94,000.

3 per cent. Consols for account............95½.

STEAMER REPORT.

GALLE, 4TH MAY, 3-35 P.M.

Mail Steamer Sumatra, from Bombay, arrived.

WEATHER REPORTS.—4TH MAY.

CANNANORE, 5 P. M., weather clear, wind N., thermometer 86.

CARWAR, 5 P. M., weather fine, wind N. W. E., thermometer 86, barometer 29·94.

MANGALORE, 4-40 P.M., weather cloudy, wind N., thermometer max. 86, min. 77, W. B. 83, barometer 29·76.

TUTICORIN, 5 P. M., weather cloudy, wind E. S. E., thermometer 88, barometer 29·73.

VINGORLA, 5-24 P. M., weather sultry, wind S. W. strong, thermometer 93, fall of rain, 6 cents.

IT is said that no telegraphic instructions have been received in India respecting the proclamation of the Queen's new title of Empress. The despatches are anxiously awaited, but the change that may be made in the Viceroy's title is a matter of uncertainty.

SUB-LIEUTENANT R. S. CUMMING, of the Undaunted, has been selected by Rear-Admiral Macdonald for appointment as acting Lieutenant of the Vestal, vice Heane. Mr. Cumming was the senior Sub-Lieutenant of the flagship when he was chosen for this appointment.

THREE more Colonels of the Bombay Army have retired under the new regulations—Colonel R. M. Westropp, Colonel G. E. Ashburner, and Lieutenant Colonel R. Burd, of the Staff Corps. The number of Colonels who have retired this year is thus brought up to twelve.

THE Calcutta *Statesman* makes the following very bare announcement, to be followed possibly by an intelligible explanation :—" We are glad to hear that our suggestion for the establishment of a local Bank of deposit and discount has been anticipated ; and that a project for such a Bank is already on foot."

THE Committee which has been for some time engaged in determining to what services certain expenses arising out of the last China war should be charged, has, we hear, made its report. The Navy will be called upon to bear the cost of transport of troops, and the total sum required will be far below £20,000.

THE *Army and Navy Gazette* understands that His Royal Highness the Prince of Wales, before leaving India, offered a passage home in the Serapis to Major General the Hon. Arthur Hardinge, C. B., who had previously obtained his leave, and the offer was accepted. There is a report in India that General Hardinge does not resume his command in that country. The same paper has grounds for believing that these reports will probably turn out to be well founded, but we doubt much whether Major-General Olpherts, who has been suggested, would fill the vacancy. We hear of other arrangements being made, but we do not consider it desirable to make them public at present.

IN a paper on the ornithology of Eastern Turkistan by Dr. Scully, published in the last number of *Stray Feathers*, among other interesting incidents of the route, Dr. Scully mentions an interview with the supposed Englishman, John Campbell, the hero of the work entitled *Lost among the Afghans*, who after having been in a school in Bombay, and under a respectable tutor in England, is now a wandering dervish in Central Asia, where he is known by the title of Ghulamur-rasul (the slave of the Prophet). In person the dervish would pass very well for an Englishman, has white hands and long taper fingers. He informed Dr. Scully that he has been told he was " an Englishman of the highest caste ;" but though he spoke gratefully of the kindness shown him by his friends in England and India, he showed the true nomad spirit in his dislike of the bustle and noise of civilization. He appears to have few or no wants, for he refused a considerable sum Dr. Scully placed at his disposal, and was with difficulty induced to accept one rupee.

MR. JUSTICE HOLLOWAY in the Madras High Court recently refused to accept the evidence of a Mahomedan woman from behind the purdah, and he declared that, had the case been one of sufficient importance, he would have compelled her to appear in open court. The *Madras Times* makes the following remarks on this subject :—" Concealment of their persons from all men, except certain near relatives, is deemed to be both a social and a religious duty on the part of Mahomedan women. It is a duty enjoined by the Koran, and strictly observed by all Mahomedan women who wish to be considered either pious or modest. To compel such a woman to appear with her face uncovered in court, would undoubtedly be to " outrage her modesty," according to the customs of her people, and the probability of such a thing being done, brings us face to face with a serious political difficulty. The procedure of English courts may require that these deep-rooted customs should be ignored, but the Mahomedans of India would probably much rather lose English justice than be compelled to violate the customs of their faith."

THE *Army and Navy Gazette* says that " Colonel Ballard, C.B., whose name General Scott's death is placing on the fixed establishment, takes a wonderful jump. Colonel Ballard goes over the heads of one hundred and eighty-one senior Colonels, and also supersedes seven officers whose names appear on the same list as his own —that of the late Bombay Engineers. He only obtained the substantive rank of Lieutenant-Colonel November, 1869, but he had been gazetted to his Coloneloy by brevet three years before. Colonel Ballard entered the Army December 8, 1848, and will be the second youngest General on the establishment. He has seen a large amount of active service, and was Assistant-Quartermaster-General with the Rajpootana Field Force in 1858-59, and it was in recognition of the energy displayed whilst so employed that he was given his brevets of Major and Lieutenant-Colonel and his C.B." It seems incredible that a professional paper like the *Army and Navy Gazette* should be so ignorant of history as not to know that Colonel Ballard got his brevet rank and was made a C. B. in 1856 for his services in the Russian War, and especially for his defence of Silistria.

THE *Madras Mail* learns from Pondicherry that the new form of disease which lately prevailed at Salem and was made the subject of correspondence between the Collector of that district and Government, and referred to the Surgeon General I. M. D. for his opinion, has made its appearance in the French Settlement of Pondicherry. The complaint, we are told, " commences with the sensation of a sudden sting, as if from an insect, in the under part of the foot, accompanied by an aching pain, which running gradually up the leg, in a few hours reaches the heart, and puts a sudden end to the patient's life." From the circumstance of its speedy progress and termination it is not inaptly termed by the natives *"Soorookhoo Viyathi,"* or *" Quick Disease."* The remedy applied by the Vythians or native doctors of the town is a preparation, we are told, of " goat's dung," or rather " the undigested food taken out of the bowels of the goat," which our correspondent says, is extensively used, and has proved efficacious. This preparation is now sold in the bazaars at Pondicherry for six pie, or half an anna a pollum, a remarkable proof, if nothing else, of what faith is placed in the nostrum by the natives.

THE *Overland Mail* :—The *World* states that Sir Louis Mallet's health still prevents his rejoining the India Office, and that there is already " a scramble" for his appointment. Sir Louis Mallet, we are happy to say, returned to his appointment a week ago, (April 7) and there is not the remotest chance of his having to resign it on account of ill-health. Doubtless some little time ago there was a good deal of speculation as to his successor, and we are quite at one with our contemporary in all he says as to the impolicy, and indeed impropriety, of members of the Indian Council taking advantage of their position as such, to secure themselves appointments of higher emolument in the India Office. It would incalculably damage the reputation of the Council for independence ; and the appointment of permanent Under-Secretary of State, at least, should never be conferred on men who have not been trained in the atmosphere of English political life. It was quite a different thing promoting Sir Louis Mallet from the Council. He was the very man most fitted of any the Secretary of State could have selected for the permanent Under-Secretaryship.

THE captain of the Franconia has been found guilty of " manslaughter," nor can any one, remarks the *Pall Mall Gazette*, who has read the evidence given at his trial feel a doubt that the finding of the jury was justified by the facts of the case. It was urged on his behalf that in leaving the passengers of the ill-fated Strathclyde to their fate, after he had by his blundering reduced that vessel to a wreck, he was actuated by anxiety on behalf of his own vessel, which he believed to be in imminent peril owing to the collision ; but, as the Attorney-General pointed out, even if the bulkhead of the Franconia had given way, that vessel would not have been in any immediate danger, and if her boats had been lowered the unhappy persons who were struggling in the water under the eyes of the prisoner might have been saved. Judgment has been reserved pending the decision of the Court of Criminal Appeal upon a point of law ; but in the meantime one observation made by Mr. Serjeant Parry on behalf of his client—namely, that " he could not say that he had acted with heroism," will meet with general concurrence.

ALL the information brought by the Overland Mail yesterday about the new loan is contained in the two following paragraphs. The first from the City news article in the *Times* of April 11th is as follows:—" A new loan is announced for India, of the amount of £4,000,000, bearing interest at 4 per cent. Tenders will be received at the India Office on Friday, the 28th inst. The stock to be issued will not be redeemable until the 10th of October, 1888, but on and after that date may be redeemed at par on one year's notice being given. Tenders will not be received for amounts less than £500, and a deposit of £5 per cent. on the amount tendered for must accompany the tenders. It was intimated in the Budget Minute of Sir William Muir, published on the 31st ult., that loans to the amount of £2,700,000 would have to be raised in England during the current financial year, but this issue now made is presumably the unissued balance of loans previously authorized, as no powers have been obtained from Parliament for new loans beyond the limit these fixed." The other is from the *Daily Telegraph*, which says that " the purpose of the loan is to avoid the necessity of drawing upon India at the very low exchange which prevails—a proceeding that would inflict considerable loss upon the Indian Government. The money now in the Indian Treasury will be employed to redeem the rupee stock. If these should be the accurate details of the undertaking—which is not doubtful—the decision of the Indian Council will, we imagine, meet with general approval."

THE *Army and Navy Gazette* :—The strong public feeling which has been aroused by the return of Lieutenant Cameron to England after an absence of nearly three and a-half years, and the desire that is shown to honour this intrepid explorer, may well make those in the Navy feel proud that Cameron is one of them. Although he had already suffered from sickness, he was in no way deterred from pushing onwards by meeting with a sad warning—the body of that great explorer, Livingstone, who died in the midst of his labours. Nor did his being deprived of the society of any fellow countryman or European make him turned aside from the work he had set himself. Repeatedly prostrated by sickness, he still held his course, and during the nineteen months that he was altogether unable to make any communication with the outer world, and was by many deemed lost, he was steadily pushing onwards for the West Coast. The three thousand miles which have been traversed by this young officer have, too, been carefully observed. Quietly and modestly he has performed this great work, sending home no letters for publication, but merely a bare statement of his proceedings for the information of those under whose auspices he started on this expedition. It has been his study, too, to avoid any bloodshed, and where he has met with opposition which it has been found impossible to overcome without recourse to force, his humanity has prompted him to turn his steps in some other direction. To make friends for the white man, and not enemies, has been his aim in treading these unknown regions of the vast African continent, and he has brought honor upon the name of himself, his country, and his Service. We trust that it will not alone be left to private societies and corporate bodies to mark the sense of esteem in which this young naval officer is at this moment borne, but that some public mark of approval may be conferred upon him. It is true that this work has not been performed in connection with the Naval Service, but by an officer on half pay. Yet it would be none the less welcome to the Service were the Admiralty to see fit to use the power they possess to reward this officer, who has done so much to add to its good name.

WE take the following official paper from the Calcutta *Statesman*, together with the virtuous and vigorous remarks which accompany the document :—

Sir John Strachey is introducing a new morality into Indian administration. What do our readers think of the following circular order :—

No. 38.

From the Offg. Commissioner, Benares Division, to the Offg. Secretary to the Government, North-Western Provinces.

Dated Benares, the 21st March 1876.

SIR,—With reference to the concluding remarks in para. 65 of the orders of Government on the Police Administration Report of these provinces for 1874, and to para. 5 of my review of the Benares Police Reports which elicited the same, I have the honour to state for the information of Government that I have, within the last two days, been furnished, through the courtesy of the Civil and Sessions Judge here, with a copy of the order of his predecessor reversing the decision of the Munsiff on which I had animadverted.

Coupling the Magistrate's report of the case (which is strictly correct in facts) with the statement which Mr. Colvin made that the Judge had upset the Munsiff's decision, I too hastily arrived at the conclusion that the Judge in so doing had regarded the said decision as an unjust one. I find, however, now that I have had an opportunity of reading Mr. Willock's judgment, that he reversed the Munsiff's decision simply on legal grounds, and without calling into question or impugning in any other way the justice thereof. My remarks therefore were entirely uncalled for, recorded as they were under the erroneous impression that I was merely following in the footsteps of the Judge.

The above facts having come to my knowledge, I take the earliest opportunity of making the only reparation in my power to the Munsiff, whose character for justice I had thus unjustly assailed, and beg therefore that, as Government called the attention of the High Court of Judicature to my former remarks, a copy of this letter may also be transmitted to the Court in vindication on my part of the Munsiff's character, and in expression of my extreme regret that one of the Judges subordinate to that Court should have thus suffered unmerited obloquy, though only for a time, at my hands.

I have also given the Judge here, Mr. Brodhurst, a copy of this letter, and I have asked him to express to the Munsiff my great regret that I should have injured him, as I did, both in thought and word.—I have, &c.,

C. P. CARMICHAEL,
Offg. Commissioner.

No. 38 of 1876.
POLICE DEPT. N.W.P.

Order.—Ordered that the above copy be forwarded to the Manager of the *Statesman* for information.

Allahabad, the 22nd April 1876.

Is this not exactly which we want ? Is it not what we all pine for ? The Government speaking loyally to us. Who does not feel more respect for Mr. Carmichael than before ? Against a Government carried on in this spirit, there will never be anything but generous opposition.

THE *Englishman* makes the following remarks on the Bombay Revenue Jurisdiction Bill :—" Fortunately for Lord Northbrook's reputation as a politician, we have chanced upon certain recorded evidence, which shews that, in point of principle, he takes quite as strong a view, as do any of the opponents of the Bombay Revenue Jurisdiction Bill, of the evil there is in executive officers being placed above the law, or being allowed to usurp judicial functions. It would be as idle to gild a golden guinea as for us to attempt to add force to His Excellency's own declaration on this vital question of good administration. The record we transcribe is an extract from a Resolution of the Governor-General in Council, dated 14th May 1873, No. 832, and may be found in the *Gazette of India*, Saturday, May 24th, 1873 :—

" Para III. His Excellency in Council desires that there may be no misunderstanding as to the views and wishes of the Government of India, with respect to litigation in which the Government is concerned. In many parts of India, the union of judicial with executive functions in one chief officer of a district is still, and may long be, inevitable, and His Excellency in Council trusts that all officers who exercise this double power realize the responsibility which it throws upon them for scrupulous observance of equity in all suits to which the Government which they serve is a party. To lean towards technical pleas in favor of Government, or towards technical obstacles against a suit which Government defends, whenever such pleas or obstacles merely hinder a decision on the merits—to strain laws for the advantage of Government—all these things would be exactly contrary to the rule of judicial conduct, which, in such cases, the Government desires to impose.

His Excellency in Council expects all officers to understand that the interests of Government are most effectually promoted by sedulously upholding this high standard of entire impartiality."

As before remarked, we can say nothing to add to the weight of this admirably clear enunciation of a great principle ; but if the ' Bombay agitators'—as they are scornfully styled by some official or sycophantic scribe—wish to give fresh point to their remonstrances, they will find it in Lord Northbrook's own words. For instance, that sentence commencing ' To lean towards technical pleas, &c.' forms a telling annotation on the whole story of the Kabilpur case, and also applies to several other cases conducted, or attempted to be conducted, on similar principles, in the different circumstances of the Southern Konkan. The Hope-Hobhouse Act will permit of cases like these being multiplied without check or fear of judicial exposure ; but, in the light of Lord Northbrook's prophetic writing on the wall, such travest of law cannot be permitted to endure."

Army and Navy Gazette :—The Report on the British Army for 1874 contains much that is interesting and instructive. The average strength of the army during the year was 186,389, of whom no fewer than 34,296 belonged to that corps so absurdly styled the " Royal Regiment of Artillery," 5,599 to the Engineers, and 17,316 to the Cavalry. Of the total, 97,635 were at home. The whole Army was in excess of its establishment by about 590 officers and men. This may seem satisfactory, but it must be remembered that the non-efficient men, such as men in hospital, absent without leave, in confinement, and invalids awaiting their discharge, far more than counterbalance the surplus above mentioned. Among the non-efficient men may also be included recruits. Thus, when the British taxpayer learns that during 1874 there were borne on the rolls, on an average, 186,389 of all ranks, he must not suppose that anything like that number are available for use. The following statistics show how greatly military service differs in England from military service in a continental country :—In 1874 there were 28 regiments of Line Cavalry, of which 8 were in India ; 184 batteries of Artillery, of which 92 were abroad ; 143 companies of Engineers, of which 15 were abroad ; and of Infantry of the Line, 141 battalions, of which 72 were abroad. Thus, a Cavalryman may reckon on serving abroad about one-third of his time—there being some regiments which are never during peace sent out of the country—an Engineer rather more than a third, and an Artillery or Infantry soldier about one-half his time. With regard to desertion it is worth noting that rather more than a half were in their first year's service. The net loss from desertion, after deducting men who surrendered themselves or were captured was 3,530. During the year there were 14,060 courts-martial ; in 183 cases the accused was acquitted. Of the 13,817 who were convicted, three were sentenced to death, and 389 of those sentenced were pardoned. The majority of the offences were drunkenness or desertion, but there was the alarming number of 610 cases of violence to superiors and insubordination. It might have been imagined that there would have been more regimental than any other sort of courts-martial. It was not, however, so, there having been out of the total of 14,000 trials only 6,215 by regimental court-martial. The fact is, that for ordinary offences the commanding officer can, of his own authority award a tolerably heavy punishment. This is as it should be, for soldiers should look chiefly to their commanding officer for both punishment and reward. There were fewer courts-martial in 1874 than in 1865, but that fact proves nothing, for in the latter year fines for drunkenness had not been introduced, and many men who would now be fined were tried for habitual drunkenness. It is, however, satisfactory to find that the number was smaller when compared with 1872 ; 24,560 men were fined for drunkenness, a very undue proportion of the total of privates when we consider that for the first and second offence punishment cannot be awarded, and that, of course, many soldiers get drunk without being discovered. But, in considering the statistics of crime in 1874, we must remember that during the three previous years a very large number of bad characters had been discharged with ignominy. With respect to height and chest measurement we find that, though the average stature of our soldiers is reasonably good, the same is not the case with chest development. It is true that 426 per 1,000 measured over 36 inches. Still 36 inches is barely satisfactory, and of those who measured more, we are entitled to assume the large majority was composed of men who enlisted under the old *régime*.

ADEN NEWS.

(FROM OUR OWN CORRESPONDENT.)

ADEN, 26TH APRIL.

THE usual yearly exodus from Berbera has commenced and the Egyptians will soon be left alone in their glory. Redhwan Pasha has already left for Zaila after vainly attempting to persuade some of the Akils of the surrounding tribes to pay a visit to H. H. the Khedive at Cairo.

At Zaila the pier is approaching completion. Could the neighbourhood be properly controlled, no doubt this might become an important and valuable possession to the Egyptians.

An unconfirmed rumour has reached here of a severe storm accompanied by thunder and lightning, that has visited Hodaida. Twenty Persons are said to have been killed and several houses have been destroyed.

General Schneider opened the Prince of Wales' Charitable Dispensary on the 21st inst., in the presence of a number of native gentlemen. Captain Sealy, Cantonment Magistrate, in the absence of Captain Hunter, the *ex-officio* chairman of the dispensary committee, gave an outline of the origin and history of the charity, and particularly adverted to the great interest General Schneider had taken in the matter.

You are doubtless aware that the native community of Aden were desirous of commemorating the Royal visit, and for reasons, to which I need not refer, a charitable dispensary was considered a suitable memorial, and H. R. Highness was graciously pleased to intimate his willingness to permit the dispensary to be called after him. Through General Schneider's exertions the institution has been rapidly put into working order, and in replying to Captain Sealy, the Resident remarked that the Prince of Wales' Charitable Dispensary was probably the first memorial of H. R. Highness' visit that had reached completion.

Major Goodfellow has arrived to take over charge of the Residency when General Schneider leaves about the 1st proximo.

We are having very pleasant weather, the thermometer ranging from 82° to 87° at Steamer Point and from 82° to 90° in Camp. Cool winds blow all day and all night and there is a certain amount of moisture in the air. The effect of the recent rain has been to cover many parts of the hills and valleys with a green coat which relieves the sterile appearance of the settlement.

The Dalhousie has arrived to relieve the May Frere which goes to the Persian Gulf, and every one is glad to welcome back Captain Elton who now commands the former vessel.

Colonel Ker is to command the station during General Schneider's absence.

The Italian African Exploring Expedition under the Marquis Antonari has not yet started. Letters have been asked for from Cairo introducing the party to the Pashas on the coast, and soliciting their co-operation. No doubt now the Egypt-Abyssinian war is over, a start will soon be made though rather late in the season.

SHOULD THE BRITISH ABANDON ADEN ?

TO THE EDITOR OF THE " BOMBAY GAZETTE."

SIR,—The difficulty of recruiting our small army should, I think, lead up to the idea of making it, as far as possible, answer our wants as it is. At present, I think, much of our force is wasted in guarding possessions which, worthless in themselves, are no longer of use to us. Thousands of men are kept to guard places which the steam fleets of to-day would simply pass by. Gibraltar has been said to be one of such places, but, I believe with more force, the same might be said for Aden. Formerly steamers had to coal at Aden, which was then essential, and a point to be guarded. Now they can pass by out of sight of Aden, and why should it be any more protected ? In itself it has nothing to recommend it. But Aden is said to be the key of the Red Sea ? The key of a sea is a dangerous term to meddle with ; it sticks, and is hard to abolish. But why is Aden the key of the Red Sea. That sea, by whatever name called in the locality, is 93 miles wide at Aden, and cannon to carry that distance are still to be invented. At present Aden is certainly not a strong fortress to modern ideas —perhaps about as formidable to the enormous guns of to-day as the Arab towers still perched on its heights were to the Hon'ble John's brigs of war in the days of old. And why should Aden, a place of no use to bar the right of way, now be strongly fortified ? When we wanted it we made it strong among the fortresses of twenty years ago. Now that times have changed, and we want it no longer for the defence of our line, why make it strong over again, and spend our money, and our men to support the musty records of the service ? Having made a treaty with the Sultan, to be broken and resented, we occupied Aden then essential to us. Now that the progress of science has made such wayside places of as little use to us, as the coaching inns on the road to Scotland, we might, with British generosity, return it to the Sultan.

If of no further use to us, regarding which incredulous people still exist, the advantage of giving it away is obvious. Two thousand men, chiefly gunners, would be saved for our army in war time. Or we can do with two thousand fewer troops. I really think that the progress of science, which has made so many things, formerly essential, quite obsolete, should deprive us of the expense of maintaining the roadside fortresses required in the old coaching days when the 80-ton gun was not, and fat paddle wheel steamers required constant coaxing and coaling to proceed.

DEUCEACE.

THE HATCHING OF THE REVENUE JURISDICTION BILL.

TO THE EDITOR OF THE " BOMBAY GAZETTE."

SIR,—If it be not the case that Mr. T. C. Hope *hatched* the Revenue Jurisdiction Bill, it is nevertheless true that he *egged* others on, to that *foul* proceeding. He is said now to *crow* over the exploit.—Yours, &c.,

BANTAM.

THE DISPUTE BETWEEN TWO HORSE DEALERS.

TO THE EDITOR OF THE " BOMBAY GAZETTE."

SIR,—We have read in your issue of to-day a report of certain proceedings before the Honorable Mr. Justice Green in which one Joosuf Hajee Ahmed is plaintiff and our client Alli Abdoola is defendant. We observe in the report some misstatements and omissions which we think it our duty to correct in the interests of our client who is well-known and in a large way of business, and whose character is likely to suffer if the corrections are not made, and we shall therefore be obliged by your giving this letter the same publicity as your report. In your report it is stated that the defendant was ordered to deposit Rs. 14,000 in Court. But this is not correct. The defendant was ordered to pay to the plaintiff, or his solicitors, the sum of Rs. 10,026-6-9 which he had always been ready and willing to pay, and which he had tendered through us to the plaintiff's solicitors before the rule came on for argument, and which was the balance of plaintiff's account which he had always admitted. Had your reporter given this version of the dispute and which was stated to the Court, our client would have been spared the inference which would probably be drawn from your report that he had never been willing to pay any part of the sum of Rs. 14,000. The balance Rs. 3,973-9-3 was ordered to be deposited in Court to abide the taking of the accounts.

The plaintiff sought to have the sum of Rs. 26,890 deposited in Court, but as on behalf of the defendant it was urged that there was a loss in the whole transaction, and only a small part of that amount was due to the plaintiff, the learned Judge did not accede to the plaintiff's application to that extent.

Your reporter sets out at some length Mr. Purcell's remarks about the sum of Rs. 4,960 due to Messrs. Nicol and Co., which he said had not been paid but debited in the account ; but your reporter omits Mr. Gill's answer which was that our client had a running account with Messrs. Nicol and Co. In explanation we may add that as our client was only personally liable to Messrs. Nicol and Co. and had a running account with them, he considered he had a right to debit the plaintiff's account with the sum in question in the same way as he has credited it with sums due for horses sold on credit, and which have not yet been recovered.—Yours, &c.,

THE DEFENDANT'S ATTORNEYS.

Bombay, 4th May.

THE HEAT OF SUMMER causes the hair to become dry and fall off, which may be completely obviated by using Rowlands' Macassar Oil. Rowlands' Odonto whitens and preserves the teeth, prevents and arrests their decay, strengthens the gums, and gives a pleasing fragrance to the breath. Sold by all chemists, druggists, and at all stores. Ask for Rowlands' articles, of 20, Hatton Garden, London, and see that their signature is in red ink on the wrapper of each article. Bombay wholesale and Retail Agents, TREACHER and COMPANY, Limited, Byculla and Fort; also at Poona.

A STORM AT PANCHGUNNY.

(FROM A CORRESPONDENT.)

ON Sunday evening last Panchgunny was visited by a severe storm of wind, rain and hail which, though of short duration, appears to have caused considerable damage. A lady, one of a party of visitors living in tents, no house being available, as this favourite station is unusually " full" this season, thus describes her experiences :—

" We were preparing for evening service at the Mission House, when it began to thunder and to get a little dark, so that we thought we should probably have some rain very soon, but we certainly didn't expect it so soon as it came. Without the least warning a frightful hurricane of wind swept by, just as suddenly as if it had *fallen* upon us. The noise was fearful, and as I looked out I saw two sahibs and a young lady take shelter under a large tree close by, the latter's umbrella inside out, and all of them clinging to the tree trunk ; but a huge branch snapping off over their heads warned them of danger, and leaving their refuge they made a bold dash for safer quarters. Then, with an awful crashing and noise, down came two immense branches of the large mango tree under which our tents stand, fortunately just missing the roof. Just then all our narrow walling of tent-cloth was violently torn up, and wafted high in the air as though it had been a newspaper, young mangoes showering all round us and battering overhead. Then in a moment the rain came down as if the heavens were opened ; it beat upon us with such violence for about five minutes that I expected every moment the tents would fall flat in. Our " floor" was very soon flooded, of course, but by this time an inch or two of water more or less was a matter of little consequence, and right down the middle a stream of red mud was flowing, the ground being on a slope on our location ; ruining all the matting for ever. But you must not conclude that all was over in five minutes ; the wind and rain abated a little then, but only to give place to a shower of hailstones, the like of which I never *did* see. Without exaggeration, the largest were the size of the bowl of a teaspoon, the smallest quite as large as grains of gram, and the average fully equal to ordinary marbles. This continued for about ten minutes, and then the rain took up the strain again, and poured steadily down for about three quarters of an hour. We were pitiable objects ! and the desolation around us by this time was something to be remembered.

" The storm lasted just an hour—from 4 to 5, and as soon as the rain ceased it was fine again *at once*, but as far as we were concerned *the mischief was done* Many people went out for a walk that evening, but *we didn't*.

" A relieving feature in our sad experiences was the kind offers of assistance and the sympathy we received on all sides. One gentleman came in the midst of the rain with all his servants to secure and tighten our tent ropes ; another brought us tea at a moment when we almost despaired of ever tasting such a beverage again, especially as the water had saturated our sugar box ; and a third and fourth brought a train of men with lighted *sigrees* to warm us up and dry our premises a little, if possible.

" After all, we suffered much less than some poor people, for the Collector's tents (from Sattara) were torn to bits. One poor man was struck dead by the lightning during the storm, in a village close by.

" It is now coming on stormy again, but they say it won't be so bad as on Sunday. I'm sure I hope not."

BOMBAY.

A FAIR.—The fair of Shree Dhakleshwur at Breach Candy will be held on Sunday, the 7th instant. There will be a grand display of fireworks.

HIS EXCELLENCY THE GOVERNOR IN COUNCIL is pleased to declare the Ferry at the Tapti River at Sawalda, taluka Shirpur, in the Khandesh Collectorate, to be a Public Ferry under Act II. of 1868.

HIS EXCELLENCY THE GOVERNOR IN COUNCIL is pleased to appoint Mr. Nanabhai Haridas to act as a Judge of Her Majesty's High Court of Judicature at Bombay from 22nd May 1876, during the absence of the Honourable Mr. Justice West, or until further orders.

THE NEW SWIMMING BATH.—A meeting of those interested in the new Swimming Bath will be held at the Municipal Office to-morrow at 4 p. m., to approve the draft rules for the management of the bath, which have been framed by the committee appointed for the management of the bath.

SUDDEN DEATH.—A Coroner's inquest was held yesterday at New Nagpada, on view of the body of Balloo Vishram. Deceased was a police ramoosee, doing duty at the Jewish Synagogue. Upon the evidence adduced the following verdict was returned by the jury :—" That the death of the deceased was caused by heart disease."

THE CASE OF MANSLAUGHTER.—Yesterday, at the Girgaum Police Court, before Mr. Dosabhoy Framjee, Wittoo Bhewjee was charged with committing culpable homicide not amounting to murder by causing the death of Babhia Ramjee on the 2nd instant. The case was postponed for hearing to the 11th instant and the prisoner remanded to jail.

A VAGRANT IN TROUBLE.—A European vagrant, named H. F. Lawless, was yesterday charged before Mr. Dosabhoy Framjee, at the Girgaum Police Court, with failing to return to the Government Workhouse on expiration of leave granted him up to 5-30 p. m. of the 24th March last. He was adjudged guilty and sentenced to six weeks' hard labour in the House of Correction.

STATEMENT OF SILVER BALANCE IN THE MINT.—The value of silver in the Mint on the morning of the 24th April 1876 was Rs. 40,58,204 ; add silver received during the week Rs. 16,82,097. The sum of Rs. 9,00,021 in new coin was paid during the week ; the balance left was Rs. 48,40,280. There is in addition 25,98,605 rupees worth of silver bullion belonging to private individuals deposited in the Mint vaults and awaiting assay.

REFRACTORY SEAMEN.—Samuel Dunbar, of the ship Hospodar, was yesterday sentenced to two weeks' hard labour in the House of Correction, by Mr. C. P. Cooper, at the Fort Police Court, for continued disobedience in refusing to do duty on board that ship, of which he is an articled seaman.—John Watson, a seaman of the ship Khorosan, was yesterday charged before the same Magistrate for quitting that ship without leave, or reasonable excuse, of which he is an articled seaman. He was adjudged guilty and sentenced to two weeks' hard labour in the House of Correction.

MORTUARY RETURNS.—The total number of deaths registered during the week ending Tuesday, 2nd May, was 461, being 32 less than in the preceding week, 69 more than the total of the week ending 4th May 1875, and 88 more than the mean of the corresponding period in the preceding five years. During the week, 205 births were reported in the different districts of the city. The deaths from small-pox were 98, or 34 less than last week, against 9 in the corresponding week of last year, and an average of 42 in the preceding five years. The rate of mortality per 1,000 of the population was 34·86.

CRUELTY TO ANIMALS.—Rama Hurree and Gunnoo Ittoo, cart-drivers, were yesterday charged before Mr. C. P. Cooper, at the instance of Mr. R. Nutty, an agent of the Society for the Prevention of Cruelty to Animals with cruelly torturing their bullocks that morning at the Chinch Bunder. They were adjudged guilty and fined Rs. 3 each.—Another cart-driver, named Bhicka Kutchoo, was also fined for a similar offence Rs. 5 by the same Magistrate yesterday.—Two cart-drivers, named Farajee Doondee and Goola Dadamee, were charged before Mr. Dosabhoy Framjee yesterday, at the instance of Mr. W. Smith, agent to the Society for the Prevention of Cruelty to Animals, with cruelly torturing their bullocks at Chinchpoogly, and were fined Rs. 3 each.

MARRIAGE FESTIVITIES AT MR. KESSOWJEE NAIK'S.—In celebration of the marriage of young Damjee, Mr. Kessowjee Naik's grandson, festivities on a scale of unusual magnificence have taken place towards the close of last week and in the beginning of this at his family residence at Mandvie Bunder. Mr. Kessowjee is deservedly esteemed and respected among all classes of Bombay society, whose chief representatives, as might have been expected, did him honour by their attendance at his residence. On Saturday, Sunday, and Monday evenings, large numbers of European and native gentlemen were entertained at the Mandvie Bunder residence ; and all appeared to be gratified with the urbanity and hospitality of the greatest of native merchants on this side of India, and of his son, Mr. Nursey Kessowjee. The marriage took place on Tuesday last ; and there was a more numerous attendance of European and native gentlemen than on any of the preceding days.

AN ASSAULT CASE.—On Thursday, the 27th ult., four Parsees, named Dorabjee Pallonjee, Eduljee Dorabjee, Ardasir Sorabjee, and Manockjee Rustomjee, were charged before Mr. C. P. Cooper, at the Fort Police Court, with assaulting one Ramjee Sidoojee, a muccadum in the employ of Mr. Pilcher, the well known carting agent. Mr. Turner appeared for the prosecutor and Mr. Ghandibhoy Mody for the prisoners. The evidence for the prosecution went to show that on Wednesday, the 12th ult., while Mr. Pilcher's loading foreman was bringing a bullock cart into the Boree Bunder railway yard, the prisoners, Dorabjee Pallonjee and Eduljee Dorabjee, came up and attempted to tilt the cart over by taking out the yoke pins. The prosecutor, who was in the yard, on seeing this remonstrated with them and took hold of the yoke of the cart and pressed it down to prevent the cart from being upset, whereupon the two prisoners struck him upon the face and body. The other two prisoners then joined their companions, and following their example, commenced to beat the prosecutor. After the evidence of several witnesses for the prosecution had been taken, the further hearing was adjourned to yesterday at noon. When the case was called on yesterday, Mr. Ghandibhoy Mody said he had been instructed by his clients to state that they sincerely regretted having assaulted the complainant, and that upon this regret being expressed in open Court, it had been arranged that the complainant, with his Worship's consent, should withdraw the charge. On the Magistrate consenting, the charge was accordingly withdrawn.

ANOTHER SWIMMING FEAT AT KURRACHEE.—We chronicled, a short time back, a swimming feat performed by Masters Price and Wray from the Groyn near Keamaree to Mr. Humby's Pier. We have now to report a still greater feat performed the other morning by a lad of 15 years of age,—Master Harry Mason, a son of the Senior Pilot of the Port. The lad swam from the Pilot Bunder at Manora to the Railway Pier at Keamaree, and apparently with little exertion, for when he got to his destination he seemed as lively as when he started. A boat accompanied Master Harry, with Masters Alexander Mason and Archibald Bryce, to render assistance if needed, but it was not equired.—*Sind News*, May 1.

SMALL-POX IN BOMBAY.

THE number of small-pox patients under treatment yesterday morning in the several hospitals and the number of admissions, discharged and deaths in each hospital from Wednesday morning to yesterday morning was as follows :—At the J. J. Hospital, 3 under treatment, no admissions, 1 discharged and no deaths. At the Gocuidas Tejpal Hospital, 1 under treatment, no admissions, no discharges and no deaths. At the European General Hospital, 5 under treatment, no admissions, 1 discharged and no deaths.

At the following Municipal small-pox hospitals there were yesterday at the Moody Bay 3, Arthur Road 12, and at Camateepoora 4 patients under treatment. The total number of deaths registered yesterday was 12, of whom 9 were Hindoos 2 Mahomedans, and 1 native Christian. These deaths occurred in the following localities :— Mandvie, 2 ; Dhongree, 3 ; Dhobie Talao, 1 ; Coombarwadda, 2 ; Camateepora, 2 ; Byculla, 2 ; and Sewree, 1.

THE NEW SAILORS' HOME.

PROTEST AGAINST GOVERNMENT'S PROCEEDINGS.

A MEETING of the Sailors' Home Committee was held yesterday evening, at the old Home, Esplande, with the object of protesting against, and deciding on means to prevent the carrying out of, the intention of Government to convert the new Sailors' Home into an European Hospital. Captain Henry, Chairman of the Committee, presided, and there were also present the Rev. Archdeacon Leigh Lye, Mr. T. Ormiston, Dr. Weir, Captain Dixon, Lieut. Brebner, Captain Clarke, and Captain Blackmore.

Lieut. Brebner (Honorary Secretary) read two letters that had been forwarded to Government by direction of the Committee, applying to have the new Home handed over to them as soon as possible ; and also the reply of Government, dated the 4th April, informing the Committee that with the consent of the Government of Baroda the building would be used temporarily as an European General Hospital, and would not, therefore, be available for a Sailors' Home for the present. Lieut. Brebner added that until the receipt of this communication the Committee had received no intimation from Government of their intention.

The Chairman said he would propose that they requested a firm of solicitors to obtain the opinion of counsel regarding the course Government had taken in the matter, and as to whether the Committee could not resist this misappropriation of the new building. It seemed to him to be quite a misappropriation of the late Gaekwar's gift.

Captain Blackmore.—And not only of that, but of other funds also.

Captain Clarke seconded the Chairman's proposition.

Lieut. Brebner drew the attention of the Committee to the fact that the building at present in use as a Sailors' Home was condemned as unfit for that purpose, by Government officials, eleven years ago.

The Chairman read an extract from a printed copy of Government proceedings, numbered 333, and dated February 1865, which showed that Government had received a report from Mr. J. Fleming, in which the following paragraph occurred :—" I yesterday carefully examined the present Home. Its arrangements are in many respect very defective, but cannot be improved for want of space, and it is altogether too small for even the present wants of the port." Mr Fleming's report further recommended that Government should grant a piece of land free for building a new Home nearer to the Wellington Pier, and should also give rupee for rupee raised by public subscription towards defraying the cost of the new building. The extract also contained the resolution of Government on receipt of this report. It runs as follows :—" The opinions expressed in the above extract are quite in accordance with what personal observation and the opinion of the gentlemen who manage the Sailors' Home would suggest. Mr. Fleming's suggestion should be generally adopted, and he should be requested to meet Col. DeLisle, Dr. Leith, Captain Young Captain, Barker and Commander Robinson, and ask them to indicate exactly the position that they think most suitable and the extent of ground which they would deem requisite for the objects specified by him."

Captain Clarke said they must also remember that the present premises had been allowed, in expectation of their soon vacating them, to fall very much into disrepair, and a good deal of money would have to be expended to make them fit for the monsoon. The roof was in a very bad state indeed.

The Chairman said he had been over the building, and he was of opinion that a heavier outlay would be necessary than they had funds to meet.

Captain Dixon asked if Government had given any reason for their proposed course of action.

Lieut. Brebner.—No ; they only say they require it.

The resolution was passed unanimously, and it was decided that the matter should be placed in the hands of Mr. Rimington, of Messrs. Rimington, Hore, and Langley.

Lieut. Brebner said they had expended Rs. 10,000 in the purchase of furniture for the new Home.

Captain Clarke.—Has Government said anything about taking over the furniture ?

The Chairman—Not a word.

After some further conversation, it was resolved, on the motion of Mr. T. Ormiston, seconded by Dr. Weir, that an extract of the proceedings of the meeting should be forwarded at once to Government, with a request that the Executive Engineer of the Presidency should be ordered to inspect the old Sailors' Home, and that if the Committee were not to be allowed to occupy the new Home, the repairs that were found necessary should be done at the public expense. The attention of Government was also to be drawn to the fact that the Committee had purchased furniture for the new Home, at a cost of Rs. 10,000, which was not suitable for any other purpose.

INSOLVENT DEBTOR'S COURT.

THE petitions of the several persons hereunder named and described have been presented to the Court for the Relief of Insolvent Debtors, Bombay, praying respectively for the benefit of the Act made and passed in the Eleventh Year of Victoria, Chapter XXI :—

Babajee Jaganath Hajaray, a coppersmith.

Dosabhai Ardesir Mehta, a goods clerk in the service of the G. I. P. Railway Company.

Dipchand Bhagwandas, formerly a mehta in the service of Motichand Bhugwandas, and now a pearl-broker.

Laxaman Dhondu Kadny and Hari Balset Kadny, goldsmiths.

Kasambhai Sajan, a parched grain-seller in the shop of his father Sajan Paru.

Ramkrastna Sakaram Jupay, formerly a dealer in perfumery, now a begging Brahmin.

Hari Dharmaji and Chimaji Rakmaji, dealers in milk.

Thakar Madhavji Visram, who lately traded in Bombay, in partnership with Ratansi Kalianji, Lakmidas Kalianji, Valabdas Kahanjee, and Karsondas Kahanjee, under the name, style, and firm of Kalianji Pitambar ; in Joria under the name, style, and firm of Pitamber Mohanji ; in Madras, in partnership with Juta Jairam, under the name, style, and firm of Madhavji Sunderji and Company ; and in Cutch Augar, in partnership with Premji Velji, under the name, style, and firm of Lakmidas Kahanji, as a general merchant.

Haji Hasam Haji Mita, a merchant.

Tejpal Sunderji, a broker.

Rangu Ravji Mazgamkar, a mehta in the sesvice of Sakaram Mancharam.

Thakar Ratansi Kahanji, Lakmidas Kahanji and Karsondas Kahanji, who lately traded in Bombay, in partnership with Valabdas Kahanji and Madhavji Visram, under the name, style, and firm of Kahanjee Pitambar ; in Joria and Cutch Mandvi under the name, style, and firm of Pitambar Mohanji ; in Madras, in partnership with Guta Jairam, under the name, style, and firm of Madhavji Sunderji and Company ; and in Cutch Augar, in partnership with Premji Velji, under the name, style, and firm of Lakmidas Kahanji, as general merchants.

Henry Keating Bennett, a clerk in the G. I. P. Railway Company.

Manekji Kharshedji Wadia, a clerk in the service of Messrs. Ewart, Latham, and Co.

Damodhar Nanchand, an insurance broker.

Ganpat Anandrao Dangi, formerly an English writer, now unemployed.

Edward Courens, an Inspector in the Health Department, Bombay Municipality.

Sha Odhavji Gigs, who lately traded in Bombay in his own name, and at Mawa, in Kattywar, in partnership with Bapubhai Visram, under the name of Ranchordas Odhavji, as a merchant.

Janu Taba, Bhau Dhondi, Tuka Dhondi, Pandu Pila, Sowla Pila, and Bhika Gunga, labourers.

Eshwant Shaba Sinoy, formerly an English writer, now unemployed.

Sorabji Jijibhai Mugana, formerly a broker, now unemployed.

Sayina Bhaguna Kamati, a milk vendor.

Parbhudas Atmaram, a commission agent.

Hora Abdul Kadar Heptula, a servant in the shop of Abdul Kadar Esufali.

Black, Blue, Green and Scarlet superfine West of Englands Broadcloth, Oxford. Cambridge, Blue and Black Venetian, Blue, Black and Grey mixture Diagonals, Hopsacks and Fancy Coatings, Black and Blue Buck-skin and Doeskin. Bedford Cords, Diagonals, Cotton Cords, Moleskin, Tweeds, Cashmeres, and Serge Trouserings. White and Coloured Linen and Cotton Drills, White and Coloured Marsala Vestings, Cambrics, Zephyr, Oxford Flannel, Spun Silk and Silk and Wool Shirtings. WATSON and COMPANY, Church Gate Street, Bombay.

ARRIVAL OF THE ENGLISH MAILS OF THE 14TH APRIL.

THE P. & O. Co.'s s.s. Kashgar, Commander E. J. Baker, arrived in harbour at noon yesterday from Suez with the English Mails of the 14th ult. on board. The following is the list of passengers :—

FROM BRINDISI.
Mr W Cooke
Mr & Mrs Phillips and infant.
FROM ADEN.
Mr Yardley.
4 Native Passengers.

HEADS OF INTELLIGENCE.

(*Home News*, April 14.)

THE House of Commons rose for the Easter recess, which ends on the 24th, on Tuesday last, April 11, after a sitting at which Sir H. Drummond Wolff asked some questions as to the representation of English interests at the proprietorial board of the Suez Canal.

On Monday, April 10, Mr. Anderson brought the Alberta and Mistletoe collision and the decision of the Admiralty before the House.

The Queen has left Baden-Baden for Coburg. It is announced that Her Majesty, with Princess Beatrice, will probably leave Germany on her return to England about the 21st or 22nd of this month.

Lord Lytton's speech at Calcutta on his assumption of the duties of the Viceroyalty was published in London, in telegraphic summary, and it is the subject of eulogistic articles in the English press generally.

There are serious disturbances in Barbadoes.

The French Senate and Chamber of Deputies have risen for the Easter recess, having been chiefly occupied during the session with the validation and invalidation of elections.

The Prince of Wales is expected to arrive at Lisbon on the 28th or 29th instant. The programme for the occasion includes a naval *fete* and an illumination of the vessels in the Tagus and the banks of the river, the expense of which will be borne by the mercantile community. A telegram states that King Alfonso has formally invited His Royal Highness to visit Madrid.

There has been a panic on 'Change during the week. Egyptian securitees have fluctuated greatly. Yesterday, the Egyptian 1873 Bonds rose from 43 to 47, and all foreign securities made a substantial recovery.

The Earl of Derby has seen the Duc Decazes in Paris, and it is supposed that some arrangement has been concluded between the French and English Governments as to the nomination of commissioners to act as the Khedive's receivers.

French public opinion is very jealous of English interference in Egypt.

In Spain the religious difficulty has revived, the Pope insisting on the literal observance of the Concordat of 1851. Negotiations between the Madrid Government and the Vatican are now in progress.

The insurrection in Bosnia and Herzegovina continues, the insurgents insisting upon conditions which the Porte cannot grant.

Although last night's *Political Correspondence* of Vienna states positively that the Cabinets of Vienna and St. Petersburg continue to act conjointly in endeavouring to pacify the insurgent provinces, and that up to the present not the slightest difference has arisen either in the views or in the proceedings of the two Cabinets, there is reason to believe that Russia and Austria are not acting in complete harmony or mutual confidence.

Lieutenant Cameron gave an account of his walk through Africa at the Geographical Society on Tuesday.

The Oxford and Cambridge Boat race was rowed on Saturday, the 8th, in beautiful weather, Cambridge winning easily by eight lengths.

On Sunday there were signs of a break-up of the fine weather of the preceding day, and since then we have had tempests and snowstorms reported in all parts of the kingdom. In the neighbourhood of Sheffield snow fell to the depth of a foot, and in North Wales it was nearly nine inches deep. Snow had also fallen in Scotland, and the cold was said to be intense ; in Ireland, too, the weather was very bad.

According to a Parliamentary return issued on April 13 of " the religious persuasions of the seamen of the Royal Navy, and also of the Royal Marines," it appears that 22,816 seamen belong to the Church of England, 1150 are Presbyterians, 2675 belong to other Protestant denominations, and 3866 are Roman Catholics. The religious classification of the marines is as follows :—Church of England, 9545 ; Presbyterians, 462 ; other Protestants, 1295 ; Roman Catholics, 986.

It appears from the report of the Select Committee on Public Petitions, that down to the 7th instant the signatures to petitions against the Royal Titles Bill numbered 7502 ; in favour of the Sale of Intoxicating Liquors on Sunday (Ireland) Bill, 47,497 ; in favour of the Monastic and Conventual Institutions Bill, 32,021 ; against Mr. O. Morgan's Burials Resolution, 93,889 ; and in favour of the Women's Disabilities Removal Bill, 23,292.

OBITUARY OF THE WEEK.—Lieut.-Col. C. Savage, Ben. Ret. ; Capt. F. J. Sidebottom-Venner, Ben. Ret. ; Lieut. Col. J. H. Corsar, Mad. Ret. ; Surg.-Maj. J. M. Miller, Mad. Ret. ; Lieut.-Col A. G. Sedley, late 23rd Welsh Fus. ; Sir J. J. Reid ; Lord Clanmorris ; Col. Ainslie, Royal Dragoons ; R. T. Brown, Coroner for W. R. York ; F. H. A. Forth, late Treasurer, Hongkong ; Capt. A. J. Woodley R N. ; J. Higginbotham, F.R.S. ; R P. Bayley, D.L. and J. P. for Roscommon ; G. Brown, late of Calcutta ; J. G. Lough, sculptor.

THE UNIVERSITY BOAT RACE.

(*From the Special Correspondent of the " Standard".*)

NEVER since the first inauguration of the University Boat Race have the crews been so favoured by the weather as they were upon the occasion of the contest of 1876. Until their arrival at Putney the weather had been atrocious. Frost, wind, and rain had done their worst, the floods had been out and interfered with the coaching, and everything seemed to work against them. Scarcely, however, had they arrived at Putney than the weather changed. It could not be said, indeed, that the spring had set fairly in, or that the weather was warm or genial ; but temperature is a matter of indifference to a crew when they have once taken their places in their boat. They will very soon attain the maximum of heat, and the only difference between a frost and summer heat is that they attain that maximum rather sooner in the latter case than in the former. Heavy and continuous rain, however, affects them much more, both from the liability to catch cold from sitting in soaked garments and because it interferes with outdoor exercise. Wind is, however, the greatest enemy of a crew in training at Putney. The work becomes heavy and straining, the swing of the oars is greatly interfered with, the way of the boat is stopped, the rudder is constantly in use, and the men become weary and disheartened at the unsatisfactory pace. For the last fortnight of their practice the crews have had no rain whatever, and have only had wind enough to affect their rowing one day. They had, then, every reason to congratulate themselves upon their weather, and the climax of good fortune in this respect came on Saturday, when the day was superb. The sky was clear, the sun warm and bright, the wind moderate, and we seemed all at once to have jumped into summer without the usual intervention of spring. On the previous day there had been signs of approaching rain, the sky was clouded, and the glass began to fall. The morning, however, broke clear, bright, and warm, and all London began to prepare for a move westward. How early the movement commences it is probable that no one, save the police and the drivers of market carts, has any idea. The race was not to be rowed until half-past one in the day, an hour sufficiently late to allow ample time for pedestrians from the extreme east of London ; but upon the Oxford and Cambridge day the river appears to exercise a fascination upon people, and the feverish desire to be on its banks, at the earliest possible hour seizes upon them, regardless of the fact that hours will have to be passed in weary waiting upon its banks. Numbers in the East-end must have set off by daybreak, and by eight o'clock there was a steady stream setting westward through the principal thoroughfares of London, while crowds were flocking down to the piers to take boat. By nine o'clock the westward flood was at its height. Every Chelsea and Brompton, to say nothing of Putney omnibuses was crowded ; every steamer for Battersea Bridge was packed to its fullest ; while the river was alive with fleets of boats and barges of every kind. About this time, too, the trains from Waterloo began to fill rapidly, while every description of vehicle—carriages, hansoms, dog carts, vans, and busses—crowded with people of every class, wearing, with scarce an exception, some badge or article of dress of the rival blues, started on their road to Putney, Hammersmith, Chiswick or Barnes. The number who gather upon the Epsom race-course to witness the Derby can be scarce a tithe of the mighty crowd who line the Thames on both sides from Putney to Mortlake, to see the struggle of the Light and Dark Blue crews, and, with the exception of the comparatively small number who have heavy stakes upon the Derby, the eager interest and the strong partisanship with which every one, high, low, rich and poor, feels for the success of one or other of the rival crews is beyond all comparison greater than the interest felt in the horses which contend at Epsom.

The almost feverish desire to be as early as possible at the scene of the contest appears to have influenced those connected with the arrangements for the Press steamer, they having issued some of the cards with the hour 9.15, another batch with 10.15, and at last, waking up to the fact that the river steamers have no accommodation for sleeping, sending out the last lots of tickets marked 11 0 a. m. In point of fact, if the steamer had started at noon it would have arrived at Putney at 12.45, three quarters of an hour before the appointed time for the start. There was, however, no lack of interest for those who had two hours to wait upon the Temple dummy. The river was alive with boats. Never have I seen anything approaching to the number which this year came up from below bridge. I should imagine that every boat from Greenwich downwards must have been in use. Here were watermen's wherries, ships' dingies, jolly boats, gigs, nondescripts of every description. The long shore boats were in all cases crowded to the utmost limit of safety, but the ships' boats frequently contained only two or three sitters in addition to the rowers. Many of the boats contained a fair quota of women, but by far the greater proportion were filled with men only. It is not a pleasing characteristic of the working class of London that upon occasions like this, while they take holiday themselves, they leave their wives and daughters behind them. Mingled with the rowing boats were great numbers of sailing boats, together with barges converted for the nonce into floating platforms, and, like the boats, crowded with people. Threading their way with some difficulty among the crowded boats were scores of steamers of all kinds, excursion boats, traffic boats, tugs, and launches. Soon after eleven we, too, were on our way, and after pausing to pick up passengers at Charing-cross, proceeded up the river without further stoppages. Except that the number of craft of all kind was larger, the scene differed but little from that which has been so often described in former years. At Battersea Bridge, however, a change has taken place since the last race. Three of the piers

Digitized with financial assistance from the Government of Maharashtra on 27 June, 2017

[illegible] have been [illegible] immense [illegible] Bridge [illegible] at all times a dangerous passage for inexperienced oars. The openings were very narrow, and the stream, as at Putney, set somewhat across the bridge, entirely upsetting the calculations of those who steered for the centre of the arch. Could a wreck chart of the Thames above London Bridge for the last 50 years be published it could scarcely, however large the scale on which it was printed contain the black crosses which would cluster round these two bridges. Advantageous for traffic as are the broad waterways through the bridge, it is impossible to say a word in favour of the manner in which these openings have been made. Inconvenient and dangerous, as were the wooden bridges before the alteration, they were at least picturesque. There was an old-worldness about them which was suitable to their surroundings. Putney accorded well with the twin churches on either side, and with the buildings by the water. The same may be said for Battersea. Putney was spoiled by the Aqueduct, while the new stone embankment rendered Battersea an anomaly. Still, for the sake of old associations, one liked Battersea. One can like it no longer. An American throwing a bridge across a stream in the far West to afford a passage to the waggons to his farm would blush to put together anything so rough, so ugly, so utterly clumsy and primitive as the new arches of Battersea Bridge. Next to this alteration at Battersea the greatest novelty on the river was a rowing boat with the P. and O. colours flying at its bow. This is the first time I have seen the Peninsular and Oriental four-coloured flag above London Bridge. Then, too, we passed a life boat of the National Life-boat Association, looking a very giant among the minnows around it; whether its rowers were a party of Essex or Kentish boatmen come up to see the great Boat-race of the year, or whether she is a freshly launched boat I know not. Diverse as were the boats which we passed between the Temple and Putney, varying in size, rig, build, and occupants there was one point which all had in common. Each carried, either up in the bows or astern of the steerer, a hamper, and one or more large stone bottles. As when the steamer passed them there was a general tendency on the part of the occupants of the boats to point to the stone bottles and to ask us if we should like anything to drink. Passing under Putney Bridge we took our place at a barge moored some fifty yards above the Aqueduct. Here, an hour and a half later, we were joined by the umpire's boat, while the Oxford and Cambridge steamers were moored to the piers of the Aqueduct itself. At a short distance above our barge were moored two other barges. To the sterns of these were fastened two wherries, in which sat the men who were to hold the rudders of the eights at starting. The racing boats, therefore, started about a hundred yards below the Aqueduct, and to make the course of the same length as usual the winning-post boat was moored about a hundred yards above the Ship.

Over Putney Bridge poured a steady stream of foot passengers and vehicles, while a similar stream came down the High-street from the railway station and the Wandsworth-road. The influx had begun early, as many were desirous of seeing the crews take their early paddle. The numbers present were, however, but small when the two crews went out soon after breakfast for a short time in order to see that everything was in order—that rowlocks, seats, stretchers, and, most important of all, the sliding apparatus, so liable, as Cambridge found to their cost last year, to go wrong, were all in order. The crews were not above a quarter of an hour in their boats, which were then brought up and laid on their trestles for the last time before the race. Ere long the tide set in in earnest, among the early arrivals being the hawkers, who have come to look upon the boat race as one of their most profitable days. Along the towing path, in the main streets of Putney, in the approach to Hammersmith Bridge, and near the terrace at Barnes, these people took up their stations thickly. Ginger beer, cakes, colours in bows, knots, rosettes of every sort and variety, sticks with blue tassels, sweets, and upon such waste pieces of ground as could be found near the towing-path, knock-'em-downs, nigger minstrels, men who tie each other in endless knots with cords until they look upon the verge of strangulation, men who endeavour to dispose of for two shillings purses in which you have seen them place five the minute before, betting men with bags, three-card trick men—in fact all that strange population whom one met last year on Epsom Downs, and whom you will meet there again next May, but who are never seen at other time except upon occasions like this. Along the whole length of the towing-path the people clustered thickly; but from the Soapworks to Hammersmith Bridge, and thence on to Barnes, the crowd was so dense that it was difficult to get along. Between Hammersmith Broadway and the bridge there was a strong body of police, and a large reserve was in readiness close by, in case there should be any difficulty when the time arrived for closing the bridge. This was done at a few minutes after twelve o'clock. It was effected without any difficulty whatever; nor was there the slightest difficulty in clearing the bridge of all spectators. Indeed, as it was known that no one would be allowed to remain on it after twelve o'clock, the traffic up to that hour was unusually clear and uninterrupted. Generally the footways are blocked hours before the race by persons who have settled themselves there to await the coming of the boats. As it would have been useless to do so on Saturday every one pressed on across the bridge, and the roadway being left clear for carriages, there was neither block nor interruption of traffic. The gain in comfort to all concerned was very great; but it will be well for the bridge authorities to decide next year upon leaving the bridge open for traffic until within half an hour of the race being due. Hammersmith Bridge is the only passage across the river between Putney and Kew, and the inhabitants of a very large district have no option between crossing there and not seeing the race. It is very hard that they should be compelled to cross two hours before the boats come along or stop away altogether. Above Hammersmith Bridge a treble row of boats, barges, and steamer extended to Chiswick Eyot. Above Chiswick the river had a still more crowded aspect, for the boats were ranged in a double line, leaving only enough open water for the Eights to row abreast without danger of fouling. This could not have been done had the competitors passed, as in old times, under the Middlesex arch of Barnes Bridge. This year it was arranged that both boats should go through the middle arch thus enabling the authorities to moor the barges and steamers on either side. Nothing could be better than the arrangements for keeping the course. A steam launch full of police lay just above Putney Bridge, and a constable was placed on each steamer, whether excursion, tug, or launch, as she came up. Besides these there were dozens of row-boats with police all along the course, and these saw that each barge and boat took its place behind the line marked out, and pursued and drove in any boats that attempted to cross the line of open water. The office of coxswain of a University boat requires far less skill and presence of mind nowadays than it did years ago, when rowing boats dashed about unrestrained, barges floated here and there about the river, or anchored just where they chose, and, if there was any wind, sailing barges tacked backwards and forwards across the stream. Then indeed nerve and presence of mind were absolutely indispensable for a coxswain, for he had to decide a dozen times in the course of a race whether he would go ahead or astern of a moving obstacle. Now all that he has to do is to know the course well and to leave his rudder lines alone as much as possible. The crowd was immense all along the line above Hammersmith, far larger than I ever remember it, the day was most favourable, the course admirably kept, everything was favourable to a fair race and to the victory of the best crew, which-ever they might be.

At a quarter-past one the bridge was closed by barges against all craft except rowing boats, and as there was a general disposition on the part of the occupants of boats to go as far up the river as possible the reach from Putney up was quickly cleared of all craft, large and small, and looked strangely still and open after the crowded aspect which it had presented for the two previous hours. It was not until a quarter to two that Cambridge, the challengers, took their seats in their boat, and, pushing off under loud cheering from the bank, rowed down to the Aqueduct, turning there, and paddling up to the starting point. Oxford followed a few minutes later, coming out, contrary to custom, in their white rowing jerseys. There was but little time lost after they had taken their station on the Middlesex side, Cambridge having already stripped to their racing jerseys. Hardly were the boats in position when Mr. Edward Searle, who has acted as starter for years, took his place between them in a wherry, and the crews bent forward for the start for their thirty-third race.

The doings of the crews have been so thoroughly described in the columns of the *Standard* that we need now merely give the names and weights at starting:—

Oxford.	st.	lb.
Bow H. McD. Courtney (Pembroke)	11	4
2. H. W. Mercer (Corpus)	11	6
3. W. H. Hobart (Exeter)	11	11
4. A. M. Mitchison (Pembroke)	13	2½
5. J. M. Boustead (University)	12	7½
6. H. J. Stayner (St. John's)	12	5½
7. H. P. Marriott (B.N.C.)	11	13
Stroke T. C. Edwardes Moss (B.N.C.)	12	4
Cox. W. D. Craven (Worcester)	7	6

Cambridge.	st.	lb.
Bow P. W. Brancker (Jesus)	11	4½
2. T. W. Lewis (Caius)	11	7
3. W. B. Close (First Trinity)	11	7
4. C. Gurdon (Jesus)	12	8½
5. L. G. Pike (Caius)	12	8
6. T. E. Hockin (Jesus)	12	6½
7. H. E. Rhodes (Jesus)	11	12
Stroke C. D. Shafto (Jesus)	11	12
Cox. G. L. Davis (Clare)	6	13

The tide had been expected to be a high one, and it had been announced that the start would not take place later than 1.30, in order to make sure of the steamers accompanying the race being able to pass under Hammersmith Bridge. As, however, the time drew on it became evident that the tide would not be an unusually high one, and the crews accordingly did not prepare to start until the orthodox time of one hour before high water. The arrangements for keeping a clear course were, as usual, in the hands of the Thames Conservancy, and excellently did Mr. Lord, their officer, carry out their instructions. Notwithstanding the unusual number of boats—small and large—and the increased traffic thrown on the river by the closing of the Suspension Bridge, the course was clear from start to finish, and not once did any misguided craft suddenly shoot out to puzzle the coxswains and endanger the boats. Four steamers as usual, followed the race, one for the umpire, one for each university, and one for the representatives of the press. Those who were unlucky enough to be on the "Cambridge" steamer saw nothing of the race, for the boat provided by the London Steam boat Company for the friends of the Light Blues was soon left half a mile astern. It is rather unfair that the company, who unfortunately now have the monopoly, should have sent the slowest of their fleet for the use of the crews, thanks to whose popularity they add so largely to their dividends. Shortly before two o'clock the light blue coats could be distinguished among the crowd on the bank as the Cambridge crew launched their boat. As they paddled across the tide towards the Middlesex shore their rowing was rather irregular, and the boat consequently unsteady; however, on the coxswain's straightening the boat's course they fell together, and did a very fair piece of paddling down to the Aqueduct. The Oxford men, after some short delay, followed them, and paddled down to the starting boats. Ther rowing did not creat, nearly such a favourable impression on those on board the steamers as the others had done and this, coupled with the fact, that Cambridge were known to be the faster, crew led to some bets being laid of 5 to 1 on the favourites Oxford had won the toss, and chose the Middlesex station in order to gain the advantage of the first bend of the river. At two o'clock the two crews lay alongside each other, the sterns being held by two watermen in skiffs moored about 100 yards above the Aqueduct—the usual place selected for the start—in order to give room for the steamers. After a short delay Mr. Searle, at a few minutes past two, gave the word, and the two crews caught the water simultaneously. For the first minute both Shafto and Edwardes-Moss rowed a stroke of 39 per minute; but the longer reach forward of Cambridge began to tell at once, and they slowly but surely drew ahead from the very commencement. At the Duke's Head the Light Blue flag in the bows of the boat was a few yards in advance, the Cambridge crew rowing hard, as usual, and much more steadily than they had done in practice. The Oxford men, as they lost ground, began to get a little irregular, and were evidently not rowing together. At the Bishop's Creek Cambridge were more then a quarter of a length ahead, and Shafto finding he was holding his opponents, most judiciously slackened down the pace of stroke to 37 without in any way diminishing the speed of the boat. Oxford, still rowing 39, were losing ground, and did not even regain any of their lost distance at the Point, although they had the inside of the bend. At the Grass Wharf they were threequarters of a length to the bad, and Shafto, seeing this, again eased his crew by dropping down to 36. In the shoot both the coxswains took a capital course—indeed, the steering of the Cambridge coxswain throughout the race was excellent, and not a fault could be found with the course he took by those on board the steamers, who are usually by no means lenient judges. After passing the Soapworks Oxford steadily lost ground, although they were rowing 39 to their opponents' 36, and at Hammersmith Bridge a gap of half a length separated the stern of the leading boat from the nose of the binder. The time of the race up to that point was 7 mint. 32 sec., a fast time, even with the advantage of the stern wind. After shooting the bridge Cambridge were served by the long bend, and, at once beginning to increase the distance between the boats, opposite Biffen's boat-house were leading by more than two lengths. Shafto still kept his crew at a steady 36, the time of the oars being perfect, and all the men rowing long and well together. The oars in the losing boat began to get very ragged and irregular after passing the Doves, the old faults of "time" being very apparent as soon as the crew began to tire. There was a considerable amount of splashing, and Edwardes-Moss began to find it difficult to maintain the fast stroke he had been rowing from the start. As the two boats came into Corney Reach the wind, which had been fair up to Hammersmith, was, of course, dead against them, but this the Cambridge crew met without a falter, and rowed as well and as cleanly through the rough water as they had in the smooth. Both coxswains had hitherto kept an excellent course, but at this point of the race the Oxford steerer had to diverge slightly from his direct line in order to avoid the wash of the leading boat, and followed in their wake. This can hardly be considered an error, as under the circumstances there was no much better course to pursue, but it was the only fault which could possibly be found with the steering of either boat. At Chiswick Church Edwardes-Moss made a gallant attempt to recover some of the lost ground, and quickened the stroke, which, owing to the wind, had dropped down to 36 to 38; but his crew were not sufficiently well together to be able to respond to his call, and the spurt soon died away again. Up to Barnes Cambridge steadily increased their lead, rowing well within themselves, while Oxford gamely plodded on in the rear. The leading boat passed under Barnes Bridge in 16min. 46secs. and were loudly cheered by the crowd overhead. In the last three-quarters of a mile Oxford made several gallant attempts to reduce the distance between the boats, but the machine-like regularity of the oars in the Cambridge boat forbade any hope of the losing crew ever over-taking or even gaining upon them, and Cambridge passed the winning post, which was placed about a hundred yards above the Ship, at least six lengths in advance. The time of the race, as taken by one of Bennett's stop watches, was 20min. 21sec. This, considering that the tide was beginning to slacken before the start, was an unusually fast one, and satisfactorily proves that the crews were faster than some thought them to be. After the conclusion of the race both crews paddled up to the Grove Park boathouse, and, landing there, came back to Putney on the Thames Conservancy steamer, the crowd of boats on the river being far to large to allow them to row down as usual.

Mr. Chitty, Q. C., acted as umpire, but as usual his post was a complete sinecure, as there was never at any time any chance of a foul.

This was the thirty-third race between the two University Boat Clubs, of which 16 have now resulted in favour of Cambridge, the senior university having been victorious 17 times. The rowing in the winning crew was universally acknowledged to be excellent. The most judicious care had been taken of them by their coach, and they came to the post in first-rate condition. The faults which were apparent in their style on their first arrival at Putney had been one by one eradicated, and on the day of the race they realised the highest expectations that had been formed of them. In the last week they completely shook off their slow finish, which was the last blemish removed; and the manner in which they met the wind and rowed through the rough water on Saturday proved that any fears as to their being unable to cope with such difficulties were groundless. The race showed that the results of the trials with the scratch crew were not to be relied upon as a criterion of the pace of the two crews, and though the struggle was never a very hard one for the winning crew, they showed no signs of being deficient in their staying powers. The rowing was long and clean, there was plenty of life in the stroke, and no power was uselessly expended in the air. Shafto in the first mile and a half of the race—the only part which required much care—rowed with consummate judgment a point as necessary to make a good stroke as actual good rowing and throughout the race rowed in excellent form. Oxford must attribute their defeat entirely to their inability to get together. They were as fine and a strong-looking men as their opponents, and three weeks ago were considered an equally good, by many a far better crew. The beginning and end of their troubles was bad time—they rowed too fast a stroke at the beginning of practice, and never succeeded in getting ride of the bad habits contracted then. They would have been beaten by a crew far inferior in strength than that they met on Saturday if it had only been together, for however strong the individual oars may be, uniformity in time and swing is essential. If the promise of the few days of the Oxford practice had been realised, and the men had learnt to row in the time, the struggle would have been a close one; but a crew that rowed as irregularly as they did in the race had little chance against so good a crew as the victors of Saturday.

As usual, the crews dined together in the evening after race. The dinner was held at the Pall-mall Restaurant, and was better attended than usual, there being a large gathering of old university oarsmen. Mr. G. Morrison was in the chair. The usual loyal toasts having been duly honoured, the chairman proposed "The Health of the Winning Crew." which was responded to by Mr. W. B. Close, the Cambridge captain, and after the toast of "The Oxford Crew" had been proposed and responded to, those of "The two Coaches" Messrs. Close and Leslie, "The two Coxswains" duly followed.

The following is a table of the results since the institution of race:—

Yr.	Date.	Winner	Course	Time.	Won by
1829	June 10	Oxford	Henley	14m 30s	Easily
1836	June 17	Cambridge	W to P	36m	1min
1839	April 3	Cambridge	W to P	31m	1min 45sec
1840	April 15	Cambridge	W to P	29¾m	2-3d of a length
1841	April 14	Cambridge	W to P	32¼m	1min 4sec
1842	June 11	Oxford	W to P	30m 45s	13sec
1845	Mar 15	Cambridge	P to M	23½m	30sec
*1846	April 3	Cambridge	M to P	21m 5s	Two lengths
1849	Mar 29	Cambridge	P to M	22m	Easily
1849	Dec 15	Oxford	P to M		Foul
1852	April 3	Oxford	P to M	21m 36s	27sec
1854	April 8	Oxford	P to M	25m 29s	Eleven stroke
1856	Mar 15	Cambridge	M to P	25m 50s	Half a length
+1857	April 4	Oxford	P to M	22m 55s	35sec
1858	Mar 27	Cambridge	P to M	21m 23s	22sec
1859	April 15	Oxford	P to M		Cambridge sank
1860	Mar 31	Cambridge	P to M	26m 5s	One length
1861	Mar 23	Oxford	P to M	23m 27s	48sec
1862	April 12	Oxford	P to M	24m 41s	30sec
1863	Mar 28	Oxford	M to P	23m 10s	43sec
1864	Mar 19	Oxford	P to M	22m 15s	26sec
1865	April 8	Oxford	P to M	21m 50s	Four lengths
1866	Mar 24	Oxford	P to M	25m 50s	Two lengths
1867	April 13	Oxford	P to M	22m 39s	Half-length
1868	April 4	Oxford	P to M	20m 37s	Three lengths
1869	Mar 17	Oxford	P to M	20m 6s	Three lengths
1870	April 6	Cambridge	P to M	22m 5s	One length
1871	April 1	Cambridge	P to M	23m 9½s	1 of a length
1872	Mar 23	Cambridge	P to M	21m 16½s	One length
‡1873	Mar 29	Cambridge	P to M	19m 35s	Three lengths
1874	Mar 28	Cambridge	P to M	22m 35s	Three lengths
1875	Mar 20	Oxford	P to M	22m 2s	Ten lengths
1876	April 8	Cambridge	P to M	20m 19s	Eight lengths

* This was the first race rowed in outrigged eights

+ The first race in the present style of eights without keels.

‡ Sliding seats used for the first time.

Much excitement prevailed in Cambridge between one and three o'clock, a large crowd of persons congregating in front of a local newspaper office on the Market-hill. The telegram announcing the fact that Cambridge had won was posted at thirty-five minutes past two amid vociferous cheering and waving of hats. The Light Blue victory seemed to be a foregone conclusion with the Cambridge people, and it did not surprise many of them to learn that their champions had won by so much.

THE COURT OF ST. PETERSBURG.

The *Vpered*, a Radical paper in the Russian language, published in England and Germany, contains a St. Petersburg letter dated March 6, which gives a curious account of the talk of Russian society. The following are abbreviated extracts:—

"Apparently a change is near at hand in our official spheres—not, indeed, a change of principle, if such a word is at all applicable to a Court like this, where personal interests are paramount and politics are only a cloak put on and off at will; but a change in the *personnel* of influential circles. The fact is the Emperor is getting weaker and weaker daily. The death of his sister Maria Nicolaievna, his junior by one year, greatly upset him. He is worried beyond endurance by all that is going on around him. The Socialistic Propaganda, the financial embarrassments, the little tricks played by his august relatives—nay, even the steady progress of Russian conquests in the East, much as is made of them before foreigners, disquiet the Czar. There is something terrible in these interminable additions to the Empire. Though Messieurs les Taschkentois are delighted with what they are making out of those subjugated Khanates they are engaged in civilizing, it is none the less a fact that every new annexation absorbs many troops. Now, no one can tell how soon we may require all the troops we have, either in the South, for the settling of the Oriental question, or on the Austro-German frontier. The three Emperors' alliance being anything but firmly established, no one can tell what may happen next. Moreover, there are a good many soldiers required in the interior to keep down the people excited by 'mischievous agitators.' The worst of all is the load of grief weighing down the Emperor in consequence of the unceremonious behaviour of his Majesty's next-of-kin. Prematurely old and sickly, the Emperor, who knows the intrested intrigues of those around him, cannot but be aware that the conduct of certain persons is, to say the least of it, unhandsome. Yet he cannot afford to separate himself from them. Where would he find more trusty advisers were he to break with the old ones? Last year's eclat has been succeeded by fresh reports of a like nature. . . . Tired of all these unpleasantnesses, the Emperor is daily attending less to public affairs. His dearest wish is to be left to himself, to enjoy the rest of his days in peace.

"The Grand Duke Cesarevitch is deeply attached to his wife, whose most prominent trait is hatred of the Germans. The Grand Duke is fully aware of what is going on at the Court, and has no little contempt for the self-seeking personages in and about its precincts. There is no doubt that a new reign would bring a whole host of new men to Court. There would certainly be no new principles; yet the new persons admitted might strike out new paths for themselves, according to the bent of their inclinations. The grand Duke, for instance, and still more particularly his wife, would like to go to war with Germany. But to cherish such a plan is one thing and to carry it out another. In these modern times wars are not determined by sympathies or antipathies; they have more to do with finance than anything else. A war with Germany is certainly possible, but will hardly be voluntarily brought on by the St. Petersburg Cabinet.

"In domestic affairs the Grand Duke is not likely to institute a period of reaction, but, on the contrary, may be expected to stay the wholesale prosecutions now going on. Yet no liberal era need be anticipated. Liberal till 1871, his highness was terrified by the Paris Commune, and is pretty sure not to concede the Constitution our progressists expect of him. Circumstances, it is true, may possibly result in the enactment of a Constitution during his reign; but if this should be the case, it would be an event not included in the Grand Duke's programme. All the Grand Duke may be induced to grant of his own accord, and this most likely at the beginning of his reign, is the formation of a deliberative assembly representing the provincial Diets, and made up of landed proprietors and capitalists. As to the persons likely to come in, the Liberals who formerly used to insert cautious articles in the *Petersburg Vedomosti* and now murmur even more timidly in the *Vestnik Yevropi* have no chance. Those who have the best prospects are the Slavophils—a small group with an artificial programme, but no real influence nor any hold on public opinion. It is certain that the new Government will not assemble around them intelligent men, who, however willing to support Throne and order, might yet be tempted to have an opinion of their own. So the Liberals will have to continue their impotent and dispirited opposition. They certainly deserve no better. No Russian party has so much literary talent, so much wealth, as the Liberals. Yet, being utterly destitute of character and resolve, they have never acquired position, never had the power to influence the course of events. They have even omitted to form a party with a defined programme. Sighing beneath the yoke of the Bureau du Presse, they hardly deserve the inflictions officially meted out whenever they breathe a thought or indulge in a hint slightly at variance with the present system. In persecuting them, as though they really constituted a party opposed to the authorities, the Government do them far too much honour. These strange people have never gone the length of raising distinct demands, or of declaring what they consider the most indispensable concessions to be made by the Government. But recently they spoke of establishing an independent organ out of Russia to censure and direct the Government, and to expose and annihilate the Socialists. The thing might have been easily done, had not one of their literary cliques refused to give a definite promise of co-operation. They were all agreed as to the sorry position of the Russian Press, the impossibility of uttering an opinion, and the necessity of fighting both the reactionary Government and the Radicals and the Socialists. Unable to concert a common mode of action against the Government, it is said they are now going to confine themselves to a campaign against the Socialists."

RUSSIA AND ENGLAND IN ASIA.

As a specimen of German opinion, we quote from the *Times* the following from the Berlin *Deutsche Rundschau* a leading German monthly:—

"Unless the attempt be made while a great international conflict is raging in Europe, Russia is powerless to attack India. Yet Russia is dangerous to England. Her statesmen exclude English merchandise from their entire sphere of influence; her Generals by incorporating one Khanate after the other produce a most undesirable impression upon the Indian population; and as the Indians, like all Asiatics, are restrained only by a fear, their growing belief that Russia is stronger than England, may eventually encourage malcontents to proceed from grumbling to action. The rebellion of 1857 and 1858 was a mere military *emeute*, and, with the exception of Oude, where the people joined the soldiery, was confined to the mercenaries of Great Britain; but as there are plenty of dissatisfied elements in the country, whose discontent is stimulated by culture, and that exponent of culture, the press, the irresistible progress of Russia cannot but produce a deep impression upon the natives. The Indians have certainly many reasons to be grateful to the British Government, and they are, moreover, well aware that no native ruler could undertake to govern the country; yet being excluded from all superior offices in the Civil and Military service, they are anything but satisfied with the existing state of things. Russia's advance in Central Asia makes England feel like Dost Mahomed, when speaking to Mr. Burnes of strangers looking over his garden wall, and contemplating the chances of a leap. England, on the other hand, is on the defensive, and, being so, should endeavour to surround herself with an intermediate zone of independent States. She is perfectly right in supporting and respecting the independence of Kashgar, Afghanistan, and Persia. Nothing could be more imprudent than to follow Sir Henry Rawlinson's advice and occupy Herat, with or without the consent of Shere Ali. Not to speak of the immense outlay involved in such a proceeding, and the permanent absorption of 30,000 men, England, by occupying Afghanistan, would deprive herself of a valuable ally impeding Russia's progress in that quarter. She would abandon her Indian base of operations, and, instead of leaving matters in a state which must make the Afghans her friends in an emergency, render them her enemies in the midst of peace. Sir Henry Lawrence was perfectly right when he said that for England to invade Afghanistan was to play Russia's game in Asia. To occupy the passes of the Soliman Hills and to guard the Bolan is all England requires, provided she can convince Shere Ali that any attack upon Afghanistan, Vakhan, and Badakshan will bring the British troops into the field. Nor would it be wise for England to try and turn Russia's flank by occupying Persia. It is far more advisable for England to protect Persia from Russia than to give Russia an opportunity of protecting Persia from England. The Czar having declined to guarantee the integrity of the Persian territory, notwithstanding the wish expressed to that effect by the Shah during his recent visit at St. Petersburg, England has a favourable position at Teheran. She may confer a real benefit upon Persia by defining the Perso-Afghanistan and Beloochistan frontiers. Of course, she must also impress the Shah with the coviction that were Russia to cross the Attreck, Persia would not in vain invoke the help of Great Britain. Russia, indeed, has neither the will nor the power to conquer Persia, who relies for safety upon the protection awarded her by her nationality, her religion, and her deserts. Yet Russia being anxious to penetrate, not to the Indus, but to the Persian Gulf, naturally wishes to be paramount at Teheran. For Russia to be able to govern the Euphrates Valley and the Shat el Arab it is necessary to overawe Teheran. This object attained, Turkey will be entirely surrounded by the Russian host. Her north-eastern possessions will be threatened by the Russian Navy in the Euxine, her south-eastern provinces menaced by Cossack posts in Mesopotamia. Russia's Asiatic policy is intimately connected with her designs upon the Bosphorus and Constantinople, as we shall prove in a subsequent article."

AFRICAN EXPLORATION.

(*Times*, April 12.)

A paper was read last evening by Lieutenant V. Love-Cameron, R.N., on his journey across Africa from Bagamogo to Benguela, before the members of the Royal Geographical Society. The meeting was held at St. James's Hall, every part of which was densely crowded. The chair was occupied by his Royal Highness the Duke of Edinburgh. In the neighbourhood of the platform were exhibited the flags—or what remained of them—which were carried during the expedition, and a number of idols which the explorer had secured at several points of his journey. The President of the Association, Sir Henry Rawlinson; the Rev. Dr. Moffatt, Dr. Livingstone's father-in-law; Sir Bartle Frere, Admiral Sir William Hall, Dr. Badger, and many other Fellows of the Society occupied seats on the platform. The Rev. L. and Mrs. Cameron, parents of the distinguished explorer, were also present. Lieut. Cameron on making his appearance was received with enthusiastic cheering.

The Duke of Edinburgh, who was warmly greeted, said he had great pleasure in taking the chair on that, the first occasion since he had been honoured by being appointed Honorary President of the Society, and he had the additional honour of presenting to the Society a distinguished member of the profession to which he had the honour to belong—a gentleman who had distinguished himself so greatly by the journey he had accomplished from sea to sea through the centre of Africa. (Loud applause.) The introduction required no preface, as the account of his journey would be narrated by Lieutenant Cameron himself, and any words of his in reference to it would only take from the interest which they all felt in Lieutenant Cameron's exploit. He could only say he congratulated the Navy on the fact that it was a member of that profession who had presented us with the pluck and energy which distinguished Englishmen in general, and he believed naval officers in particular (applause), in performing so great a feat as a journey across that vast continent, and one which had extended over a period of two years and eight months. The original object of the journey was to search for the late lamented Dr. Livingstone, but eventually it became a separate and independent exploration of the interior of Africa. He had great pleasure in introducing Lieutenant Cameron, and he was certain they would all be deeply interested in the account he would give of his journey. (Applause.)

Lieutenant Cameron, who on coming forward was received with loud and long-continued cheering, then proceeded to read a paper supplementary to the accounts of his journey, which had already been given in his letter and extracts from his journal already published. The shortness of the time at his command, he said, necessarily rendered the account he had to give little more than an outline. He was first joined by his friend Dr. Dillon, and subsequently by Mr. Murphy, R.A., who volunteered to accompany him, and afterwards, Mr. Moffat, of Natal, a nephew of Dr. Livingstone. His first great difficulty on the East Coast was to obtain stores and men, but at the outset he had received most valuable assistance from Sir Bartle Frere. They had not long started with the Expedition when Mr. Murphy was struck down with illness and Mr. Moffat remained with him. The Expedition encountered many difficulties on its way from the East Coast to Ujuhha before they reached where Mr. Murphy joined them, with the sad intelligence that Mr. Moffat had died. He was thus prevented taking part in a work on which he had set his heart, and in the furtherance of which he was willing to spend the last farthing he possessed. (Applause.) In the Ujuhha district they met with several vexatious delays, principally traceable to the payment of tribute, sometimes the officials appointed to receive it being too drunk to transact even that business. The author then described the features of the country through which he passed. Boulders of granite he encamped near—the largest he had ever seen—and trees so wide-spreading that 500 men could camp beneath their shade. In some districts the disposition of the people could not be trusted. They were hospitably inclined one day; the next they were hostile, and would retire into the jungle, leaving strangers to starve, believing that what would be left behind by the travellers would compensate them for the inconvenience to which they had put themselves in leaving their town or village. Sometimes they travelled through uninhabited tracts where game was plentiful and wild; sometimes over plains where the grass was 12 feet high, and each stalk an inch in circumference. On the 5th of August, 1874, they reached Urura, the capital of Manyema, the Arab chief of which place treated them hospitably, and they were escorted to the house in which Stanley had lived for some time. They had, out of courtesy, to visit all the Arabs of the town and to eat with each one of them—a formidable duty to perform between 10 a.m. and 4 p.m. Here he, Dr. Dillon, and Mr. Murphy suffered from attacks of fever. During their stay he received a letter from Sir Samuel Baker, to which he sent a reply by the messengers bringing it. Shortly afterwards Jacob Wainwright arrived with an account of Dr. Livingstone's death and news that his corpse was near. The author sent a bale of cloth to Dr. Livingstone's servants to assist them, and when the body of the illustrious explorer arrived it was received by the principal Arabs with the utmost respect. (Applause.) Having made arrangements for the conveyance of the remains of Dr. Livingstone to the coast, he resolved to pursue his journey alone, Mr. Murphy and Dr. Dillon being compelled through ill health to resign, and in a few days afterwards he received the news of the death of his old friend Dr. Dillon, which was a great blow to him. Lieutenant Cameron then sketched his journey southwards to Kilemba, north-west of Lake Kassali, out of which runs the River Lualaba, joining the river Luvwa on its course between Lake Moera and Lake Lanji, some miles south of the latter. From Kilemba he travelled south-west to Ulomda, and finally westward to Bengula on the west coast. The difficulties he had to encounter were great from desertions, from the caprice of Chiefs, from exactions, constant delays, and not infrequently from hostile attacks in which he rarely retaliated, and never unless it was clear that the lives of his party and his own life were at stake. Some of the journals of Dr. Livingstone he recovered, and wherever he crossed the tracts of the great traveller he found that he was kindly remembered. The Slave Trade could be, and could only be in Lieutenant Cameron's opinion, rooted out by legitimate trade, for which the nature of the country he traversed was well suited, and on the whole the disposition of the people would offer no difficulties. In one instance he had seen 40 or 50 women brought into a town as slaves. Each was laden with spoils, and many had children in arms, and they represented some hundreds who had been massacred. At the conclusion of the address, which was frequently interrupted with applause,

Sir Henry Rawlinson said that, on behalf of the Council of the Society, he had to express the high opinion they entertained of the services rendered by Lieutenant Cameron to geography. They considered those services not only rendered to the cause of geography, but that they were of equal interest to the politician, the merchant, and the philanthropist. (Hear, hear.) Lieutenant Cameron, although he made light of his journey, and seemed to treat it as a pleasure trip, had traversed upwards of 3,000 miles on foot—a feat in which he was engaged, with very short intervals, two years and eight months. During that period he was exposed to the vicissitudes of the climate and to difficulties and hardships of all sorts, but his courage never gave way. (Applause.) He was upheld by that stout English quality which was called pluck, which rose as the difficulties in the way increased—determined as he was to do his duty and fulfil the task intrusted to him. Lieutenant Cameron had not been a mere explorer. Some travellers carried their eyes in their pocket, but he kept his eyes open, and the observations he made, both astronomical and as to the physical character of the country, were of an extraordinary number, and were now being computed at the Royal Observatory, Greenwich. One result, he believed, of those observations would be that they would have a definite line laid down from sea to sea across 20 degrees of longitude, which would be a geographical basis for all future explorations of Equatorial Africa. Lieutenant Cameron had also, as was shown in a former paper he had sent them, circumnavigated the great lake Tanganyika, and had discovered that the lake discharged its waters into the Lualaba; and another very important matter was the identification—if not mathematically and physically, at least by a large process of induction, and almost to a certainty indeed he could entertain no doubt about it—of the Lualaba and the Congo. (Applause.) The number of observations he had taken were, he might mention, over 5,000. He trusted that one other and great result of the gallant exploit of Lieutenant Cameron would be the suppression of slavery in the interior of Africa. (Applause.) Lieutenant Cameron had discovered and forwarded some most important relics of Dr. Livingstone, and, among others, the historical chronometer, which the Doctor spoke playfully of as "his dead chronometer," which only went for three hours and a half a day, but for that time went perfectly. Lieutenant Cameron found that to be the case, and had used the chronometer in making his observations. In conclusion, he had to state that the Council of the Society had that day awarded to the explorer their blue riband—the gold medal of the year. (Loud applause.)

The proceedings shortly afterwards terminated with a warm vote of thanks to his Royal Highness the chairman of the evening.

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